



WILLIAM T FUJIOKA  
Chief Executive Officer

## County of Los Angeles CHIEF EXECUTIVE OFFICE

Kenneth Hahn Hall of Administration  
500 West Temple Street, Room 713, Los Angeles, California 90012  
(213) 974-1101  
<http://ceo.lacounty.gov>

Board of Supervisors  
GLORIA MOLINA  
First District

MARK RIDLEY-THOMAS  
Second District

ZEV YAROSLAVSKY  
Third District

DON KNABE  
Fourth District

MICHAEL D. ANTONOVICH  
Fifth District

March 18, 2014

The Honorable Board of Supervisors  
County of Los Angeles  
383 Kenneth Hahn Hall of Administration  
500 West Temple Street  
Los Angeles, California 90012

### ADOPTED

BOARD OF SUPERVISORS  
COUNTY OF LOS ANGELES

#1 April 22, 2014

*Sachi A. Hamai*  
SACHI A. HAMAI  
EXECUTIVE OFFICER

Dear Supervisors:

**EXERCISE OF PURCHASE OPTION AND  
APPROVAL OF APPROPRIATION ADJUSTMENT  
CAPITAL PROJECT NO. 77580  
DEPARTMENT OF MENTAL HEALTH  
529 AND 525 SOUTH MAPLE AVENUE, LOS ANGELES  
(SECOND DISTRICT)  
(4 VOTES)**

### **SUBJECT**

Approval of the recommended actions will authorize the exercise of an option to purchase property located at 529 South Maple Avenue and 525 South Maple Avenue (Parking Lot), Los Angeles, which contains a 25,000 square foot mental health clinic building and 46 parking spaces, for a purchase price of \$3,500,000, plus title and escrow fees of approximately \$2,000.

### **IT IS RECOMMENDED THAT THE BOARD:**

1. Consider the Mitigated Negative Declaration together with any comments received during the public review process, find that the Mitigated Negative Declaration reflects the independent judgment and analysis of the Board, and find on the basis of the whole record before the Board that the project will not have a significant effect on the environment with mitigation for hazards, adopt the Mitigated Negative Declaration and its Mitigation Monitoring and Reporting Program (MMRP) finding that the MMRP is adequately designed to ensure compliance with the mitigation measures for the project, and find on the basis of the whole record before the Board that the project with mitigation for hazards will not have a significant effect on the environment.

2. Find that the purchase of the property will have no adverse impact on wildlife resources and authorize the Chief Executive Office to complete and file an appropriate determination form for this project.

3. Approve the Notice of Intention to Exercise an Option to Purchase the property located at 529 South Maple Avenue and 525 South Maple Avenue (Parking Lot), Los Angeles, consisting of approximately 0.51 acres of land with 46 surface parking spaces and 25,000 square feet of improvements for a purchase price of \$3,500,000, plus title and escrow fees of approximately \$2,000.

4. Instruct the Executive Office of the Board of Supervisors to carry out the necessary public notice pursuant to Government Code Section 25350.

5. Set a date for public hearing to receive comment and consummate the proposed acquisition.

**AFTER THE PUBLIC HEARING, IT IS RECOMMENDED THAT THE BOARD:**

1. Order the purchase to be consummated in accordance with Section 25350 of the Government Code and exercise the option to purchase the property for \$3,500,000, plus title and escrow fees of approximately \$2,000.

2. Authorize the Chief Executive Officer, or his duly authorized representative, to take all further actions necessary and appropriate to complete the transaction, including opening and management of escrow, execution of any required escrow documents necessary to consummate the purchase, and acceptance of the deed conveying title to the County from Central LLC, a California limited liability company.

3. Approve the project budget of \$3,502,000 to acquire the property.

4. Approve an appropriation adjustment transferring \$3,502,000 from the Committed for Budget Uncertainties in Mental Health Services Act-Prop. 63 Fund, BT1 Fund to Capital Project No.77580 to fund the acquisition of the property.

5. Authorize the Auditor-Controller to issue a warrant as directed by the Chief Executive Officer for the purchase price and any other related transactional costs.

6. Instruct the Assessor's office to remove the property from the tax roll effective upon the transfer.

**PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION**

The purpose of the recommended action is to exercise the County's option to purchase the property, which comprises approximately 0.51 acres of land and contains 46 surface parking spaces and a 25,000 square foot mental health clinic building, for a purchase price of \$3,500,000, plus title and escrow fees, estimated to be approximately \$2,000. Currently, the Department of Mental Health (DMH) occupies the property pursuant to a long-term lease entered into with Central LLC, and approved by the Board on September 12, 2000. The lease expires September 30, 2016. DMH has utilized the property to house its downtown mental health clinic and programs serving the community within the City of Los Angeles and adjacent areas. The facility houses approximately 73 staff positions and serves approximately 220 client visits per day, and provides direct services to clients in the surrounding vicinity of Service Planning Area 4.



The property has an estimated market value of approximately \$4,570,000, based on an opinion of value determined by the staff appraiser from the Chief Executive Office (CEO), Real Estate Division. The proposed exercise of the purchase option will allow the County to continue its use and acquire the property at a price below its estimated market value.

In June 2011, the Board approved a lease extension for this property which contains an option-to-purchase right of \$3,500,000. DMH has conducted a due diligence process, which determined that purchase of the subject property will allow it to maintain vital services and accommodate the program within the existing geographical area in consideration of long-term strategies of the department within Service Planning Area 4.

The CEO requested the Department of Public Works (Public Works) to conduct a structural assessment of the building in 2010. On October 20, 2010, Public Works completed the building evaluation. The evaluation concluded that certain repairs and seismic upgrade of the building are required if the County is to provide services in the building on a long-term basis.

On December 3, 2013, the Board authorized Public Works to complete the design of the tenant improvements for the building. Upon completion of the design documents and construction cost estimates for the tenant improvements, the CEO and Public Works will return to the Board to approve the project budget and schedule for the tenant improvements.

#### **Implementation of Strategic Plan Goals**

The Countywide Strategic Plan Goal of Fiscal Sustainability (Goal 2) directs that we strengthen and enhance the County's capacity to sustain essential County services through proactive and prudent fiscal policies and stewardship. Exercising the option to purchase is consistent with this goal.

#### **FISCAL IMPACT/FINANCING**

The acquisition costs for the property are \$3,502,000, which consists of the property purchase price of \$3,500,000 plus related title and escrow fees of approximately \$2,000. Attachment A sets forth the project schedule and the project budget summary. Sufficient funding is available in the Committed for Budget Uncertainties in Mental Health Services Act-Prop. 63 Fund, BT1 Fund to Capital Project No. 77580, for the acquisition of the property.

Approval of the attached Appropriation Adjustment (Attachment B) will authorize the transfer of \$3,502,000 from the Committed for Budget Uncertainties in Mental Health Services Act-Prop. 63 Fund, BT1 Fund to Capital Project No. 77580 to fund the acquisition of the property.

Upon exercise of the purchase option, DMH will no longer incur approximately \$533,553 per year in lease costs.

#### **FACTS AND PROVISIONS/LEGAL REQUIREMENTS**

Pursuant to Section 65402 of the Government Code, notice was given to the City of Los Angeles Planning Department to review the proposed acquisition in relation to the City's General Plan. The CEO did not receive any objection to the acquisition from the City of Los Angeles.

In order to exercise the option to purchase the property, the County must publish a "Notice of Intention to Exercise an Option to Purchase" in accordance with the provisions of Government Code Section 25350. The notice will be properly published following the Board's authorization to publish the notice. Following publication of the notice, exercise of the purchase option by the Board requires a public hearing, thus allowing the County to consummate the transaction and acquire title through escrow.

The Notice of Intention to Exercise an Option to Purchase the property from the property owner, Central LLC, a California limited liability company, is also attached for approval.

A Phase 1 Environmental Site Assessment was completed, and the conclusion is that there is no evidence of recognized environmental conditions to address or mitigate until any renovations are undertaken which could cause disturbance of potential hazards. The CEO has satisfactorily completed its due diligence with respect to the property purchase.

### **ENVIRONMENTAL DOCUMENTATION**

The CEO has made an initial study of environmental factors for the project in compliance with the California Environmental Quality Act (CEQA). The initial study showed that the exercise of the option to purchase the property, and subsequent renovations, will not have a significant effect on the environment with certain mitigation measures incorporated. Based on the initial study, a Mitigated Negative Declaration was prepared and a notice posted at the property as required by CEQA Guidelines Section 15072. No comments to the Mitigated Negative Declaration were received during the public review period except from the Department of Transportation. Copies of the completed initial study, the resulting Mitigated Negative Declaration, and the Notice of Preparation of Mitigated Negative Declaration, as posted, are attached. A fee must be paid to the State Department of Fish and Wildlife when certain notices required by CEQA are filed with the Registrar-Recorder/County Clerk; however, the fee will be waived for the County when the Board finds that the project will have no impact on wildlife resources. This project is located on previously developed and urbanized land, and the initial study incorporated in the Mitigated Negative Declaration concluded there will be no adverse effect on wildlife resources.

The documents and other materials constituting the record of the proceedings upon which the Board's decision is based in this matter are located at the CEO, Real Estate Division, 222 South Hill Street, 3rd Floor, Los Angeles, California 90012. The custodian of such documents and materials is Carol Botdorf, Principal Real Property Agent.

### **IMPACT ON CURRENT SERVICES (OR PROJECTS)**

There will be no impact on or disruption of County services. The downtown mental health clinic building will be closed during tenant improvements. The alternate locations for temporary mental health services were approved by the Board on February 18, 2014, and will be located at 640 and 646 South Maple Avenue, Los Angeles. Services are expected to resume at 529 South Maple Avenue in November 2015.



**CONCLUSION**

It is requested that the Executive Office, Board of Supervisors, return two certified copies of the Minute Order and the adopted, stamped Board letter and the published Notice, once publication is completed, to the CEO, Real Estate Division, 222 South Hill Street, Third Floor, Los Angeles, CA 90012, for further processing.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'WTF', followed by a horizontal line.

WILLIAM T FUJIOKA  
Chief Executive Officer

WTF:RLR  
CMM:CB:ls

Enclosures

c: Executive Office, Board of Supervisors  
County Counsel  
Auditor-Controller  
Assessor  
Mental Health  
Public Works

**ATTACHMENT A**

**EXERCISE OF PURCHASE OPTION  
DEPARTMENT OF MENTAL HEALTH  
529 SOUTH MAPLE AVENUE, CITY OF LOS ANGELES**

**I. PROJECT SCHEDULE**

<b>Project Activity</b>	<b>Scheduled Completion Date</b>
Publish Notice of Intent to Exercise Purchase Option	04/15/2014
Public Hearing	04/22/2014
Property Acquisition	No later than 05/30/2014



## II. PROJECT BUDGET SUMMARY

Project Activity	Proposed Budget
Property Acquisition	\$3,500,000
Construction	
Low Bid Construction Contract	0
Job Order Contract	0
Change Orders	0
Departmental Crafts	0
Youth Employment	0
Construction Consultants	0
Misc. Expense (Gordian Fees)	0
Telecomm Equip – Affixed to Building	0
Civic Arts	0
Subtotal	\$ 0
Programming/Development	\$ 0
Plans and Specifications	\$ 0
Consultant Services	\$ 0
Site Planning	0
Hazardous Materials	0
Geotech/Soils Report, Soils Testing, and Special	0
Inspect	0
Material Testing	0
Cost Estimating	0
Topographic Surveys	0
Construction Management	0
Construction Administration	0
Environmental	0
Move Management	0
Equipment Planning	0
Legal	0
Construction/Change Order	0
Other: Title and Escrow Fees	\$2,000
Subtotal	\$2,000
Miscellaneous Expenditures	\$ 0
Jurisdictional Review/Plan Check/Permit	\$ 0
County Services	
Code Compliance Inspection	0
Quality Control Inspection	0
Design Review	0
Design Services	0
Contract Administration	0
Project Management	0
Project Management Support Services	0
ISD Job Order Contract Management	0
DPW Job Order Contract Management	0
ISD ITS Communications	0
Project Security	0
Project Technical Support	0
Office of Affirmative Action	0
County Counsel	0
Other: Support Services	0
Other: Mapping and Property Management Division	0
Sheriff Job Order Contract Management	0
Subtotal	0
<b>TOTAL</b>	<b>\$3,502,000</b>

## COUNTY OF LOS ANGELES

## REQUEST FOR APPROPRIATION ADJUSTMENT

DEPARTMENT OF CHIEF EXECUTIVE OFFICE

DEPT'S.  
NO. 060

March 4, 2014

## AUDITOR-CONTROLLER:

THE FOLLOWING APPROPRIATION ADJUSTMENT IS DEEMED NECESSARY BY THIS DEPARTMENT. PLEASE CONFIRM THE ACCOUNTING ENTRIES AND AVAILABLE BALANCES AND FORWARD TO THE CHIEF EXECUTIVE OFFICER FOR HIS RECOMMENDATION OR ACTION.

## ADJUSTMENT REQUESTED AND REASONS THEREFOR

FY 2013-14

4 - VOTES

SOURCESUSES

BA DETAIL, SEE ATTACHED PAGE 1

BA DETAIL, SEE ATTACHED PAGE 1

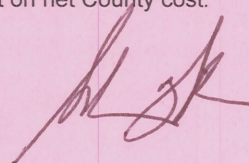
SOURCES TOTAL: \$ 7,004,000

USES TOTAL: \$ 7,004,000

JUSTIFICATION

This appropriation adjustment is necessary to transfer \$3,502,000 of Mental Health Services Act-Proposition 63 fund from Committed for Budget Uncertainties to the Downtown Mental Health Clinic Project to fund acquisition of the property located at 529 South Maple Avenue and 525 South Maple Avenue, Los Angeles. There is no impact on net County cost.

**ADOPTED**  
BOARD OF SUPERVISORS  
COUNTY OF LOS ANGELES



AUTHORIZED SIGNATURE Sabra White, Manager, CEO

# 1

APR 22 2014

BOARD OF SUPERVISOR'S APPROVAL (AS REQUESTED/REVISED)

*Sachi A. Hamai*  
SACHI A. HAMAI  
EXECUTIVE OFFICER

REFERRED TO THE CHIEF  
EXECUTIVE OFFICER FOR ---☐ ACTION☒ RECOMMENDATION

AUDITOR-CONTROLLER

BY

*Jackie Shwana*  
March 5, 2014

B.A. NO. 161

☒ APPROVED AS REQUESTED☐ APPROVED AS REVISED

CHIEF EXECUTIVE OFFICER

BY

*Dawn McQuinn*  
March 5, 2014



ATTACHMENT A  
REQUEST FOR APPROPRIATION ADJUSTMENT  
DEPARTMENT OF MENTAL HEALTH

FY 2013-14  
4 - VOTES

SOURCES:

Mental Health Services Act-Prop 63  
BT1-3047  
Committed for Budget Uncertainties \$3,502,000  
Decrease Obligated Fund Balance

Department of Mental Health  
Downtown Mental Health Clinic  
A01-CP-96-9919-65039-77580  
Operating Transfer In/CP \$3,502,000  
Increase Revenue

TOTAL SOURCES: \$7,004,000

USES:

Mental Health Services Act-Prop 63  
BT1-MH-6100-41189  
Other Financing Uses \$3,502,000  
Increase Appropriation

Department of Mental Health  
Downtown Mental Health Clinic  
A01-CP-6006-65039-77580  
Capital Assets-Land \$1,444,000  
Increase Appropriation

Department of Mental Health  
Downtown Mental Health Clinic  
A01-CP-6014-65039-77580  
Capital Assets-Building & Improvement \$2,058,000  
Increase Appropriation

TOTAL USES: \$7,004,000

This appropriation adjustment is necessary to transfer \$3,502,000 of Mental Health Services Act-Proposition 63 fund from Committed for Budget Uncertainties to the Downtown Mental Health Clinic Project to fund acquisition of the property located at 529 South Maple Avenue and 525 South Maple Avenue, Los Angeles. There is no impact on net County cost.

**ADOPTED**  
BOARD OF SUPERVISORS  
COUNTY OF LOS ANGELES

#1

APR 22 2014

*Sachi A. Hamai*  
SACHI A. HAMAI  
EXECUTIVE OFFICER

BA#161

*Jackie Guerrero*  
March 5, 2014



WILLIAM T FUJIOKA  
Chief Executive Officer

County of Los Angeles  
**CHIEF EXECUTIVE OFFICE**  
Real Estate Division

222 South Hill Street, 3<sup>rd</sup> Floor, Los Angeles, California 90012  
(213) 974-4300  
<http://ceo.lacounty.gov>

ORIGINAL FILED

JAN 14 2014

LOS ANGELES, COUNTY CLERK

Board of Supervisors  
GLORIA MOLINA  
First District

MARK RIDLEY-THOMAS  
Second District

ZEV YAROSLAVSKY  
Third District

DON KNABE  
Fourth District

MICHAEL D. ANTONOVICH  
Fifth District

January 14, 2014

TO ALL INTERESTED AGENCIES, ORGANIZATIONS AND PERSONS:

**529 SOUTH MAPLE AVENUE PROJECT – NOTICE OF INTENT TO ADOPT A MITIGATED  
NEGATIVE DECLARATION**

Pursuant to the State of California Public Resources Code and Article 7 of the California Environmental Quality Act (CEQA), as amended, this notice is to inform the general public and County residents that the County of Los Angeles Chief Executive Office has prepared an Initial Study/Proposed Mitigated Negative Declaration for the project described below.

**PROJECT DESCRIPTION:** The County desires to purchase the property located at 529 S. Maple Avenue (and adjacent parking at 525 S. Maple Avenue) for long-term continuation of its current use as the Los Angeles County Department of Mental Health Downtown Mental Health Center and offices, and do some improvements (the "Project"). The property consists of an approximately 25,000 square foot building and 46 parking spaces. The proposed Project would involve the majority of recommended improvements as outlined in the 2010 Building Evaluation Report completed for the existing building and the August 2013 Existing Condition Inspection Report. The proposed Project does not include demolition of the building or major modifications of existing Project site structures or construction of new facilities at the Project site. The proposed Project would include structural and seismic improvements, architectural improvements, off-street parking improvements, and abatement of asbestos, lead based paint, and mold. Structural and seismic improvements include reinforcing unreinforced masonry, shoring up spalled and cracked concrete, and anchor of rooftop equipment. Architectural improvements include repainting stucco, replacing the roof, waterproofing the rooftop, replacing some interior doors, lighting fixtures, and carpeting, and upgrading a restroom. Abatement of asbestos, lead based paint, and mold would be conducted per regulatory requirements for workplace safety. Construction of the proposed Project is estimated to last approximately fourteen months. Mitigation measures implemented during hazardous materials abatement activities will render no significant effect on the environment.

**PROJECT LOCATION:** 529 South Maple Avenue, Los Angeles, CA 90015, between 5<sup>th</sup> and 6<sup>th</sup> Streets. The Assessor Parcel Numbers are 5148-018-015 and 5148-018-018. The Project site is located in downtown Los Angeles. It is approximately 0.51 acres and is east of the Historic Core district of the City of Los Angeles. The Project site is surrounded by commercial, public, and light industrial uses.

**PUBLIC REVIEW PERIOD:** The public review and comments period for the proposed Mitigated Negative Declaration will be **from January 14 to February 12, 2014**. Copies of the document and references therein, are available at the following location:

- County of Los Angeles, Chief Executive Office, 222 S. Hill Street, 3<sup>rd</sup> Floor, Los Angeles, CA 90012.

The Mitigated Negative Declaration is also available for review in electronic format by contacting Carol Botdorf at (213) 974-4161.

All comments must be submitted in writing no later than **5:00 PM on February 12, 2014**, by mailing to Carol Botdorf, Principal Real Property Agent, County of Los Angeles Chief Executive I Street, 3<sup>rd</sup> Floor, Los Angeles, CA 90012. For further information, contact Carol Botdorf at (213) 974-4161.

*"To Enrich Lives Through Effective And Caring Service"*  
**Please Conserve Paper – This Document and Copies are Two-Sided**  
**Intra-County Correspondence Sent Electronically Only**



**FINAL**

**INITIAL STUDY/  
MITIGATED NEGATIVE DECLARATION**

**529 SOUTH MAPLE AVENUE PROJECT**

City of Los Angeles  
County of Los Angeles, California

*Prepared for*

**County of Los Angeles**  
**Chief Executive Office (CEO), Real Estate Division**  
222 South Hill Street, 3<sup>rd</sup> Floor  
Los Angeles, CA 90012

**URS**

915 Wilshire Boulevard, Suite 700  
Los Angeles, CA 90017

**FEBRUARY 2014**

*This Page Intentionally Left Blank*



## CALIFORNIA ENVIRONMENTAL QUALITY ACT MITIGATED NEGATIVE DECLARATION

**LEAD AGENCY AND ADDRESS:**

County of Los Angeles  
Chief Executive Office (CEO), Real Estate Division  
222 S. Hill Street, 3<sup>rd</sup> Floor, Los Angeles, CA 90012

**PROJECT TITLE:**

529 S. Maple Avenue Project

**PROJECT LOCATION:**

529 and 525 S. Maple Avenue, Los Angeles, CA 90015, between 5<sup>th</sup> and 6<sup>th</sup> Streets. The Assessor Parcel Numbers are 5148-018-015 and 5148-018-018. The Project site is located in downtown Los Angeles. It is approximately 0.51 acres and is east of the Historic Core District of the City of Los Angeles. The Project site is surrounded by commercial, public, and light industrial uses.

**DESCRIPTION:** The County desires to purchase the property located at 529 S. Maple Avenue (and adjacent parking at 525 S. Maple Avenue) for long-term continuation of its current use as the Los Angeles County Department of Mental Health Downtown Mental Health Center and offices, and do some improvements (the "Project"). The property consists of an approximately 25,000 square foot building and 46 parking spaces. The proposed Project would involve the majority of recommended improvements as outlined in the 2010 Building Evaluation Report completed for the existing building and the August 2013 Existing Condition Inspection Report. The proposed Project does not include demolition of the building or major modifications of existing Project site structures or construction of new facilities at the Project site.

The proposed Project would include structural and seismic improvements, architectural improvements, off-street parking improvements, and abatement of asbestos, lead based paint, and mold. Structural and seismic improvements include reinforcing unreinforced masonry, shoring up spalled and cracked concrete, and anchor of rooftop equipment. Architectural improvements include repainting stucco, replacing the roof, waterproofing the rooftop, replacing some interior doors, lighting fixtures, and carpeting, and upgrading a restroom. Abatement of asbestos, lead based paint, and mold would be conducted per regulatory requirements for workplace safety. Construction of the proposed Project is estimated to last approximately fourteen months. Mitigation measures implemented during hazardous materials abatement activities will render no significant effect on the environment.

**NAME AND ADDRESS OF APPLICANT IF OTHER THAN PUBLIC AGENCY:** N/A

**FINDING:** The County of Los Angeles has determined that this proposed Project would not have a significant effect on the environment for the following reasons: **See attached Initial Study.**

### MITIGATION MEASURES ARE INCLUDED

Any written objections received during the public review period are attached, together with the responses of the Lead Agency.

### THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED

**CONTACT PERSON:**

Carol A. Botdorf

**ADDRESS:**

222 S. Hill Street, 3<sup>rd</sup> Floor, Los Angeles, CA 90012

**TELEPHONE NUMBER:**

(213) 974-4161

**SIGNATURE (OFFICIAL):**

*Carol A. Botdorf*

**DATE:** February 27, 2014

**PROPOSED MITIGATION MEASURES FOR THE PROPOSED PROJECT*****HAZARDOUS MATERIALS (CONSTRUCTION)***

**HAZ-01** During the design phase of the proposed Project, the County of Los Angeles shall coordinate with LAUSD and the staff at Jardín de la Infancia Elementary School on the schedule of asbestos containing materials and lead-based paint abatements. The school schedule shall be considered and incorporated into the Project construction schedule.

**HAZ-02** During the construction phase of the proposed Project, the County of Los Angeles shall provide LAUSD and the staff at Jardín de la Infancia Elementary School the schedule for asbestos containing materials and lead-based paint abatements in advance of the proposed activities.

**TABLE OF CONTENTS**

<b>1.0</b>	<b>INTRODUCTION .....</b>	<b>1-1</b>
1.1	Overview .....	1-1
1.2	Authority .....	1-1
1.3	Scope of the IS/MND .....	1-1
1.4	Thresholds of Significance .....	1-2
1.5	Terminology of Impacts .....	1-2
1.6	Organization of IS/MND .....	1-2
<b>2.0</b>	<b>ENVIRONMENTAL CHECKLIST FORM.....</b>	<b>2-1</b>
<b>3.0</b>	<b>PROJECT DESCRIPTION.....</b>	<b>3-1</b>
3.1	Overview .....	3-1
3.2	Project Site.....	3-1
3.2.1	Site Location.....	3-1
3.2.2	Site Background.....	3-1
3.2.3	Existing Development .....	3-1
3.2.4	Building Exterior .....	3-4
3.2.5	Building Interior .....	3-4
3.2.6	Existing Parking.....	3-5
3.3	Environmental Setting.....	3-5
3.3.1	Land Use and Zoning Designation .....	3-5
3.3.2	Surrounding Land Uses .....	3-5
3.4	Proposed Project Elements .....	3-5
3.4.1	Structural and Seismic Improvements .....	3-5
3.4.2	Architectural Improvements.....	3-6
3.4.3	Asbestos, Lead-Based Paint, and Mold Abatement.....	3-6
3.5	Project Construction.....	3-7
3.6	Required Approvals/Consultations.....	3-7
<b>4.0</b>	<b>EXPLANATION OF ENVIRONMENTAL CHECKLIST FORM DETERMINATIONS..</b>	<b>4-1</b>
4.1	Aesthetics.....	4-1
4.2	Agricultural and Forestry Resources .....	4-2
4.3	Air Quality .....	4-3
4.4	Biological Resources .....	4-5
4.5	Cultural Resources.....	4-7
4.6	Geology and Soils.....	4-8
4.7	Greenhouse Gas Emissions.....	4-9
4.8	Hazards and Hazardous Materials .....	4-10
4.9	Hydrology and Water Quality .....	4-14
4.10	Land Use and Planning.....	4-16
4.11	Mineral Resources .....	4-17
4.12	Noise.....	4-18
4.13	Population and Housing.....	4-20
4.14	Public Services .....	4-21
4.15	Recreation.....	4-22
4.16	Transportation and Traffic .....	4-23
4.17	Utilities and Service Systems.....	4-25
4.18	Mandatory Findings of Significance .....	4-28
<b>5.0</b>	<b>REFERENCES.....</b>	<b>5-1</b>



<b>6.0</b>	<b>AGENCIES CONSULTED AND LIST OF PREPARERS .....</b>	<b>6-1</b>
6.1	Lead Agency .....	6-1
6.2	Agencies Consulted .....	6-1
6.3	List of Preparers .....	6-1

## FIGURES

Figure 1	Regional Location .....	3-2
Figure 2	Project Site .....	3-3

Appendix A	Final Cultural Resources Evaluation Report
Appendix B	Public Notification & Comments Received
Appendix C	Mitigation Monitoring and Reporting Plan (MMRP)

---

**ACRONYMS AND ABBREVIATIONS**

ACMs	Asbestos Containing Material
APN	Los Angeles County Assessor Parcel Number
AQMP	Air Quality Management Plan
BMP	Best Management Practice
CA	California
Caltrans	California Department of Transportation
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEO	County of Los Angeles Chief Executive Office
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CHRIS	California Historical Resources Information System
CMP	Congestion Management Plan
County	County of Los Angeles
dBA	A-weighted decibels
DTSC	State of California Department of Toxic Substances Control
EIR	Environmental Impact Report
GHG	Greenhouse Gas
I-	Interstate
I-110	Harbor Freeway
I-5	Golden State Freeway
IS	Initial Study
IS/MND	Initial Study/Mitigated Negative Declaration
LACDBS	Los Angeles County Department of Building and Safety
LACDMH	Los Angeles County Department of Mental Health
LACDPW	Los Angeles County Department of Public Works
LACMTA	Los Angeles Metropolitan Transportation Authority
LADBS	City of Los Angeles Department of Building and Safety

---

LAFD	City of Los Angeles Fire Department
LAHCM	Los Angeles Cultural Historic Monument
LAMC	City of Los Angeles Municipal Code
LAPD	City of Los Angeles Police Department
LBP	Lead-Based Paint
LED	Light Emitting Diode
LOS	Level of Service
Metro	Los Angeles Metropolitan Transportation Authority
MND	Mitigated Negative Declaration
MRZ	Mineral Resource Zone
MTons	Metric Tons
NAHC	Native American Heritage Commission
ND	Negative Declaration
NRPH	National Register of Historic Places
OSHA	Occupational Safety and Health Administration
PM <sub>10</sub>	Particulate matter of 10 microns or less in size
PM <sub>2.5</sub>	Particulate matter of 2.5 microns or less in size
R5	Multiple dwelling zone
SCAG	Southern California Association of Governments
SCAQMD	Southern California Air Quality Monitoring District
SCCIC	South Central Coastal Information Center
SR-	State Route
U.S.	United States
URM	unreinforced masonry
USEPA	U.S. Environmental Protection Agency
USGS	United States Geological Survey

## **1.0 INTRODUCTION**

### **1.1 Overview**

The County of Los Angeles Chief Executive Office, Real Estate Division (County) has prepared this Initial Study/Mitigated Negative Declaration (IS/MND) to evaluate the potential environmental consequences associated with the 529 S. Maple Avenue Project (proposed Project), and adjacent parking at 525 S. Maple Avenue. The proposed Project would involve interior and exterior renovations to an existing building that includes seismic retrofitting and removal of hazardous materials. As part of the permitting process, the proposed Project is required to undergo environmental review pursuant to the California Environmental Quality Act (CEQA). One of the main objectives of CEQA is to disclose the potential environmental effects of proposed activities to the public and to decision makers. CEQA requires that the lead agency prepare an Initial Study (IS) to determine whether a Negative Declaration (ND), a Mitigated Negative Declaration (MND), or an Environmental Impact Report (EIR) is needed. The County is the lead agency for the proposed Project.

### **1.2 Authority**

The preparation of this IS/MND is governed by two principal sets of documents: CEQA (Public Resources Code Section 21000, et seq.) and the 2013 CEQA Guidelines (California Code of Regulations Section 15000, et seq.). Specifically, the preparation of initial studies is guided by Section 15063 of the 2013 CEQA Guidelines, and Sections 15070–15075 of Article 6 guide the process for the preparation of an MND. Where appropriate and supportive to an understanding of the issues, reference will be made either to the statute, the 2013 CEQA Guidelines, or appropriate case law.

This IS/MND contains all of the contents required by CEQA, which includes a project description, a description of the environmental setting, potential environmental impacts, mitigation measures for any significant effects, consistency with plans and policies, and names of preparers.

The mitigation measures included in this IS/MND are designed to reduce or eliminate the potentially significant environmental impacts described herein. Where a mitigation measure described in this document has been previously incorporated into the proposed Project, either as a specific feature of design or as a mitigation measure, it is noted in the discussion. Mitigation measures are structured in accordance with the criteria in Section 15370 of the 2013 CEQA Guidelines.

### **1.3 Scope of the IS/MND**

This IS/MND evaluates the proposed Project's effects on the following resource areas:

- Aesthetics
- Agricultural and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Utilities and Service Systems
- Mandatory Findings of Significance



## 1.4 Thresholds of Significance

This IS/MND uses the standard thresholds of significance for the resource areas described above. These thresholds are provided in Appendix G of the 2013 CEQA Guidelines. These thresholds are presented in section one of each resource topic.

## 1.5 Terminology of Impacts

The following terminology is used to describe the level of significance of impacts:

- **No Impact:** this finding is appropriate if the analysis concludes that the proposed Project would not affect the particular topic area in any way.
- **Less Than Significant Impact:** this finding is appropriate if the analysis concludes that the proposed Project would cause no substantial adverse change to the environment and requires no mitigation.
- **Less Than Significant Impact with Mitigation Incorporated:** this finding is appropriate if the analysis concludes that the proposed Project would cause no substantial adverse change to the environment with the inclusion of environmental commitments that have been agreed to by the applicant.
- **Potentially Significant Impact:** this finding is appropriate if the analysis concludes that the proposed Project could have a substantial adverse effect on the environment.

## 1.6 Organization of IS/MND

The content and format of this report are designed to meet the requirements of CEQA. The report contains the following sections:

**Chapter 1.0 – Introduction:** This chapter identifies the purpose and scope of the IS/MND, the terminology used in this report, and the organization of this report.

**Chapter 2.0 – Environmental Checklist Form:** This chapter presents basic project information, a summary of environmental factors potentially affected, determinations, and a checklist. Additionally, it identifies the anticipated impacts of implementing the proposed Project.

**Chapter 3.0 – Project Description:** This chapter identifies the location, discusses the background, and describes each component of the proposed Project in detail.

**Chapter 4.0 – Explanation of Environmental Checklist Form Determinations:** This chapter presents the initial study checklist responses for each resource topic and includes an impact conclusion.

**Chapter 5.0 – References:** This chapter identifies all printed references and individuals cited in this IS/MND

**Chapter 6.0 – Agencies/ Persons Consulted/List of Preparers:** This chapter identifies the agencies who were consulted in the preparation of this document, as well as the individuals who prepared this report and their area of technical specialty.

## 2.0 ENVIRONMENTAL CHECKLIST FORM

**Project Title:** 529 S. Maple Avenue Project

**Lead Agency Name and Address:** County of Los Angeles  
Chief Executive Office (CEO), Real Estate Division  
222 S. Hill Street, 3<sup>rd</sup> Floor  
Los Angeles, CA 90012

**Contact Person and Phone Number:** Carol Botdorf (213) 974-4161

**Project Sponsor's Name and Address:** County of Los Angeles  
Chief Executive Office (CEO), Real Estate Division  
222 S. Hill Street, 3<sup>rd</sup> Floor  
Los Angeles, CA 90012

**Project location:** 529 S. Maple Avenue  
Los Angeles, CA 90013

**Gross acreage:** 0.51 Acre

**General Plan designation:** Residential Multiple Family

**Zoning:** [Q]R5-2D

**Project Description** Refer to Chapter 3 Project Description

**Surrounding Land Uses and Setting** Refer to Chapter 3 Project Description

**Agencies Whose Approval is Required** Los Angeles County Department of Building and Safety

### ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED


The environmental factors checked below would be potentially affected by this project, involving at least one impact that is "Potentially Significant Impact" as indicated by the checklist on the following pages.

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agricultural Resources	<input type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Geology/Soils
<input type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Hazards and Hazardous Materials	<input type="checkbox"/>	Hydrology/Water Quality
<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources	<input type="checkbox"/>	Noise
<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services	<input type="checkbox"/>	Recreation
<input type="checkbox"/>	Transportation/Traffic	<input type="checkbox"/>	Utilities/Service Systems	<input type="checkbox"/>	Mandatory Findings of Significance

**DETERMINATION (To be completed by the Lead Agency)**

On the basis of this initial evaluation:

- ☐ I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed Project could have a significant effect on the environment because all potentially significant effects (1) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (2) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

  
Signature

Carol Botdorf  
Print Name

February 27, 2014  
Date

County of Los Angeles, Chief Executive Office  
For

## EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., based on a project-specific screening analysis, it can be determined whether the project would not expose sensitive receptors to pollutants.)
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less-than-significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration [Section 15063(c)(3)(D)]. In this case, a brief discussion should identify the following:
  - a. Earlier Analysis Used. Identify and state where they are available for review.
  - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. Mitigation Measures. For effects that are "Less Than Significant with Mitigation Measures Incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. A source list should be attached and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
  - a. The significance criteria or threshold, if any, used to evaluate each question; and
  - b. The mitigation measure identified, if any, to reduce the impact to less than significant.



	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>4.1. AESTHETICS.</b> Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Damage scenic resources including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>II. AGRICULTURAL AND FORESTRY RESOURCES.</b> Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program in the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220[g]), timberland (as defined in Public Resource Code section 4526), or timberland-zoned Timberland Production (as defined by Government Code section 51104[g])?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>III. AIR QUALITY.</b> Would the project:				
a. Conflict with or obstruct implementation of the applicable air-quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Violate any air-quality standard or contribute substantially to an existing or projected air-quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air-quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>IV. BIOLOGICAL RESOURCES.</b> Would the project:				
a. Have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Adversely impact Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) either individually or in combination with the known or probable impacts of other activities through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional, or State habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>V. CULTURAL RESOURCES.</b> Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>VI. GEOLOGY AND SOILS.</b> Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Would the project result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>VII. GREENHOUSE GAS EMISSIONS.</b> Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an application plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS.</b> Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Create a significant hazard to the public or the environment through the reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Is the project located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public-use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Expose people or structures to the risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>IX. HYDROLOGY AND WATER QUALITY.</b> Would the project:				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Place housing within a 100-year floodplain, as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year floodplain area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>X. LAND USE AND PLANNING.</b> Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited, to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community's conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XI. MINERAL RESOURCES.</b> Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XII. NOISE.</b> Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XIII. POPULATION AND HOUSING.</b> Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XIV. PUBLIC SERVICES.** Would the project:

a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XV. RECREATION.** Would the project:

a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

☐ ☐ ☐ ☒

b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

☐ ☐ ☐ ☒
**XVI. TRANSPORTATION/TRAFFIC.** Would the project:

a. Conflict with an application plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?

☐ ☐ ☐ ☒



	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XVII. UTILITIES AND SERVICE SYSTEMS.</b> Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Result in a determination by the wastewater treatment provider, which serves or could serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with Federal, State, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### **XVIII. MANDATORY FINDINGS OF SIGNIFICANCE**

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*This Page Intentionally Left Blank*

## **3.0 PROJECT DESCRIPTION**

### **3.1 Overview**

The County of Los Angeles desires to purchase the property located at 529 and 525 S. Maple Avenue for long-term continuation of its current use as the Los Angeles County Department of Mental Health (LACDMH) Downtown Mental Health Center and offices.

### **3.2 Project Site**

#### **3.2.1 Site Location**

The Project site is a 0.51-acre property, located at 529 and 525 S. Maple Avenue within the City of Los Angeles, Los Angeles County, California. The subject property consists of assessor parcel numbers (APNs): 5148-018-015 and 5148-018-018. The Project site is located in downtown Los Angeles, near the City-designated districts of Historic Core, Toy District, and Industrial Center (**Figure 1**).<sup>1</sup>

The Project site vicinity is shown in **Figure 2**. The Project site is bordered to the north by the 5<sup>th</sup> and Los Angeles Wholesale Plaza (500 S. Los Angeles Street) and the Welton Hotel (507 S. Maple Avenue). Further to the north are commercial properties along E. 5<sup>th</sup> Street. The Project site is bordered to the south by Wholesale Plaza (560 S. Los Angeles Street). Further to the south is E. 6<sup>th</sup> Street followed by the Merchandise Mart (230 E. 6<sup>th</sup> Street) and a parking garage. The Project site is bordered to the east by S. Maple Avenue, a City of Los Angeles Police Department (LAPD) Station (251 E. 6<sup>th</sup> Street), and the LAPD Central Facility Garage (215 S. Wall Street and 550 S. Maple Avenue). Lastly, the Project site is bordered to the west by a multi-story commercial building (530 S. Los Angeles Street) and a surface parking lot. To the northwest is the 5<sup>th</sup> and Los Angeles Wholesale Plaza. To the southwest are commercial businesses (540-548 S. Los Angeles Street).

#### **3.2.2 Site Background**

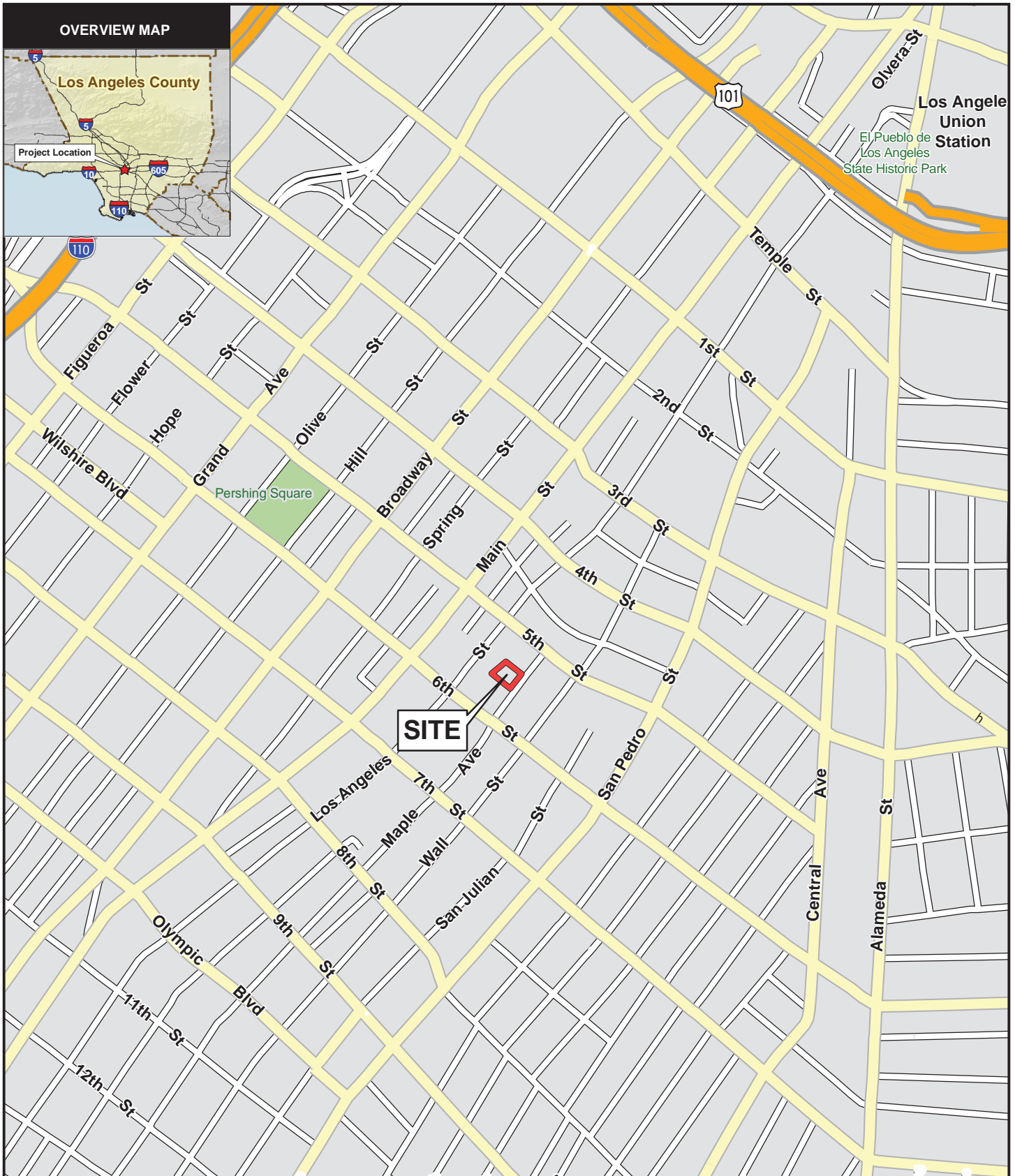
According to review of available historical data, it appears that the entire Project site was developed for single-family residential use sometime prior to 1888. The southern portion of the subject property (APN 5148-018-015) remained residential in use until 1924 when the existing concrete structure was constructed onsite for use as an automobile parking garage. The structure was used as automobile parking garage until 1994 when it was converted to retail use with rooftop parking. Since its conversion from a parking garage to a building, it has been occupied by various tenants for use as retail/warehouse and office space. The building is currently occupied by the County Downtown Mental Health Center. Sometime prior to 1906 until at least the 1970s, the parking lot portion of the subject property (APN 5148-018-018) was redeveloped with two 2-story lodging/flats buildings known as “The Huey.”

#### **3.2.3 Existing Development**

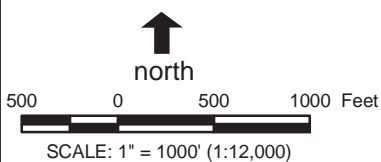
The Project site is developed with a one-story building with a basement, totaling approximately 25,000 square feet, and an asphalt paved surface lot. Additional parking is provided on the roof of the building. Both the surface lot and rooftop parking lots are accessible via South Maple Avenue, and there are entrances to the building on South Maple Avenue and from the surface parking lot. The building is currently occupied by the County for use as the Downtown Mental Health Center. The County has occupied the building since 2000 and the building was completely renovated by the property owner prior to their occupancy.

---

<sup>1</sup> City of Los Angeles, Department of City Planning Website, <http://cityplanning.lacity.org>, accessed October, 2013.



SOURCE: Esri Maps & Data, 2013; Prepared By: URS Corporation, 2013.



**LEGEND**

 Project Site

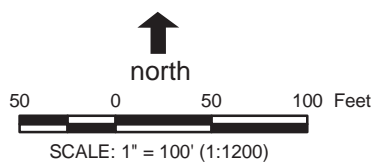
**FIGURE 1  
REGIONAL LOCATION MAP**

529 S. MAPLE AVENUE  
INITIAL STUDY / MITIGATED NEGATIVE DECLARATION





SOURCE: Esri Maps & Data, 2013; Prepared By: URS Corporation, 2013.



**LEGEND**

 Project Site Boundary

**FIGURE 2**  
**PROJECT SITE MAP**  
529 S. MAPLE AVENUE  
INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

### **3.2.4 Building Exterior**

The building is one-story in height with a full basement and a flat roof that is used as a rooftop concrete deck parking lot. The façade, or east elevation, is defined by its five-bay garage door openings, and its masonry veneer exterior. The garage bays feature deep flat arches. The east garage bay is still used as a ramp to access the rooftop parking area and features flat arch portals and a board-formed concrete interior. The second garage bay from the south has been partially infilled with a metal door within a recessed entryway. The remaining garage bays feature storefront windows characterized by large thick aluminum mullions and muntins and tinted window glass, with the exception of the center bay which has a flush glass door inset into its window arrangement. All bays feature metal awnings that previously housed roll-up garage doors, and the two garage bays closest to the east elevation still feature their roll-up doors.

A masonry veneer beltcourse is also located immediately above the top of the garage bays, as well as a masonry corbelled cornice topped with a stucco parapet, beveled at the wall junctions. The parapet runs along all four elevations, and is stepped along the east elevation. The South Maple Avenue façade has one public access point and one employee only access door to this facility.

The north elevation features the main public entrance to the building, located near the central portion of the elevation. The exterior features a stucco exterior with built-in planters located near the main entrance. The main entrance is recessed, has a metal and steel surround, and features wide stile glass doors. The main entrance has a corrugated metal awning. The eastern portion of the elevation features an exterior staircase. The western portion of the north elevation features two infilled bays that are no longer extant. Two metal exterior doors have been installed in a portion of this area. This elevation also features multiple patch repairs for cracked and spalled areas.

The south elevation is not visible due to the presence of an adjoining building to the south; however, there does not appear to be any stylistic details or fenestration. The west elevation is unadorned, and also has an infilled large bay coated in masonry and stucco. Like the north elevation, there were previously one to two windows near the north-west wall junction that are no longer extant and have been infilled. Near the southern portion of the west elevation are building scars from a building that was removed from the adjacent property, leaving exposed masonry and joint marks on 529 South Maple Avenue. The rooftop features parking and is accessed by the ramp off South Maple Avenue. The rooftop has a non-historic metal gate running along the north, east, and west parapets. Pedestrian access from the roof deck is through the exterior staircase or a recently constructed elevator accessed through a penthouse entrance.

The building features few original or historic-period materials, stylistic details, fabric, or arrangement. The entire building was completely renovated and remodeled during 1999 and 2000 when the County started using the property. The basement is used for office and administrative purposes, and features a waffle chamber concrete ceiling with exposed mechanical equipment. The first floor is used primarily to treat patients and has vinyl flooring, drop tile ceilings, hollowed wooden core doors, and has been completely partitioned into large corridors lined with private offices, waiting areas, bathrooms, conference rooms, and other similar spaces. Nearly all interior and exterior doors have been replaced. Throughout the building are large concrete pilasters, formed with metal sheets that may be some of the only extant historic interior fabric. The interior no longer resembles any of its past uses, like a parking garage or automobile repair shop.

### **3.2.5 Building Interior**

The existing building is currently occupied by the LACDMH Downtown Mental Health Center. The Downtown Mental Health Center has offices and also serves as an outpatient clinic providing mental health services to the downtown Los Angeles area. The interior is characterized by two levels, a ground floor and a basement. The basement is primarily used for staff offices and gathering spaces (conference rooms, break room). The ground floor level is used for staff offices and cubicles, consultation rooms, and a waiting/processing area for the public. Access to the basement and other areas except the waiting/processing area have limited, controlled access.



### 3.2.6 Existing Parking

There are two parking areas at the Project site. There is a paved surface parking lot located adjacent to the existing building to the north. This surface lot has approximately 16 marked spaces. The access to the surface lot is via South Maple Avenue. The surface parking lot is closed during non-operational hours with a gate. Access to the parking is controlled by an attendant.

In addition, there is rooftop parking which is accessed through a ramp from South Maple Avenue. The rooftop parking lot has 30 marked parking stalls. Access to this parking lot is limited to employees and is closed during non-operation hours via a rolling gate.

## 3.3 Environmental Setting

The Project site is located in downtown Los Angeles, near the City-designated districts of Historic Core, Toy District, and Industrial Center.

### 3.3.1 Land Use and Zoning Designation

The Project site is located within the Central City Community Plan Area of the City of Los Angeles. The Central City Community Plan is one of 35 community plans that make up the Land Use Element of the City of Los Angeles General Plan. The Central City Community Plan designates the Project site's land use as High Medium Residential and is zoned [Q]R5-2D. The existing use of the Project site is consistent with the [Q]R5-2D zone which allows any use permitted in the Commercial Zones (CR, C1, C1.5, C2, C4 or C5) to be permitted on any lot in the R5 Zone provided that the lot is located within the Central City Community Plan Area. The proposed Project would not change the land use at the Project site and, thus, would be consistent with the allowable uses of the current Project site under the Central City Community Plan.

The Project site is also located in the Greater Downtown Housing Incentive Area and the Los Angeles State Enterprise Zone (EZ) overlays. Since there is no housing on the Project site, the Housing Incentive Area zoning is not applicable to the Project site. EZs are specific geographic areas that are eligible to receive incentives from the Federal, State and local governments to stimulate local investment and employment through tax and regulation relief and improvement of public services. The proposed Project would be consistent with the EZs as it would continue to be used as the Downtown Mental Health Center.

### 3.3.2 Surrounding Land Uses

The building within the Project site faces east<sup>2</sup> towards South Maple Avenue, which travels north to south. To the east of the Project site is a large parking garage for the LAPD, and to the west, north, and south are commercial properties, dedicated to retail, hospitality, or office purposes (**Figure 2**).

## 3.4 Proposed Project Elements

The proposed Project would involve the majority of recommended improvements as outlined in the 2010 Building Evaluation Report<sup>3</sup> completed for the existing building and the August 2013 Existing Condition Inspection Report.<sup>4</sup> The proposed Project does not include demolition of the existing building or major modifications of existing Project site structures or construction of new facilities at the Project site.

### 3.4.1 Structural and Seismic Improvements

- **Spalled and Cracked Concrete.** Porous concrete and inadequate cover of the reinforcement have led to rusting of the rebars (due to repeated exposure to moisture) and the resulting expansion has caused

---

<sup>2</sup> In the majority of the Los Angeles Basin, numbered streets run west to east. In downtown Los Angeles, the orientation of streets are skewed, and numbered streets run northwest to southeast. In this report, for simplicity, the main cardinal directions that are locally used to orient downtown structures and landmarks are used for description of the Project site, building elevations, and orientation of other structures and uses in the vicinity of the Project site.

<sup>3</sup> URS Corporation, *Building Evaluation Report, 529 S. Maple Avenue, Los Angeles CA*, October 2010.

<sup>4</sup> California Testing and Inspections, *529 South Maple Ave. Building Existing Condition Inspection Report*, August 2013.

spalling. Spalled concrete (in all elements) will be removed and the rebars examined. If the rusting and corrosion are extensive, then the rebars will be cleaned (or removed) and spliced with new rebars. All cracks will be cleaned and pressure-injected first with epoxy and then with high strength, non-shrink grout to replace the removed concrete. The ponding near the middle of the roof and the cracked waterproofing membrane are the causes of water leakage through the cracks in the roof slab. To address the ponding problem, a new waterproofing membrane will be applied.

- **Unreinforced Masonry (URM).** To reduce the seismic risk of collapse of unreinforced masonry (URM) parapets and infill, they will be replaced with a new parapets and infill, constructed of reinforced masonry, doveled into the existing perimeter walls and/or beams.
- **Seismic Anchorage of Roof Mechanical Equipment.** The anchorage of all equipment on the roof will be upgraded to resist design seismic loads.

### 3.4.2 Architectural Improvements

- **Building Exterior.** Architectural improvements to the building exterior include repairs to the exterior stucco, masonry, doors, shutters, and roof repairs.
- **Building Interior.** The proposed Project will include complete tenant improvement within the building interior. The architectural improvements to the building interior, including lighting fixtures and carpeting are not required to be evaluated in this IS/MND.
- **Off-Street Parking Improvements.** The roof top parking area will be re-stripped to provide for two accessible parking spaces, an accessible path of travel will be painted on the roof deck leading to the building's elevator, and all required signage will be provided, as per ADA requirements and in accordance with the California Building Code. Concrete wheel stops will be installed at all parking stalls which are adjacent to exposed piping and mechanical equipment (approximately 20 locations), to prevent vehicles from hitting and damaging the existing piping and equipment.

### 3.4.3 Asbestos, Lead-Based Paint, and Mold Abatement

- **Asbestos Containing Materials (ACMs).** ACMs were found to be present on the Project site, including in the roofing mastic around the roof penetrations, vents, and the seams of the roofing materials.<sup>5</sup> The proposed Project includes asbestos remediation, which is a highly-regulated procedure, involving removal and proper disposal of asbestos. Under this existing regulatory framework, the proposed Project would be required to implement remediation to prevent the release of asbestos, including the following:
  - A State-certified asbestos abatement contractor would perform removal of asbestos. A third party would provide renovation oversight to ensure that the contractor complies with the specifications, proper protective equipment is used, and proper disposal procedures are followed; and,
  - Precautions would be taken prior to any repair or maintenance activities involving less than 100 square feet of ACMs, including not cutting, sanding, or drilling materials containing asbestos; thoroughly wetting the area to prevent possible release into the air; removing dust with a high-efficiency particulate air (HEPA) vacuum or wet wiping with disposable towels; and, following State and local regulations for proper disposal of ACMs.
- **Lead-Based Paint.** According to the *Pre-Renovation Asbestos, Lead-Based Paint, and Mold Survey Report* prepared for the proposed Project, 120 of 509 samples of paint had lead concentrations at or above 0.02 milligrams/square centimeter.<sup>6</sup> Under the existing regulatory framework, the proposed Project would be required to implement remediation to prevent the release of lead, including:

---

<sup>5</sup> URS Corporation, *Pre-Renovation Asbestos, Lead-Based Paint, and Mold Survey Report*, November 2013.

<sup>6</sup> *Ibid.*

- Removal of flaking or peeling LBP by a licensed lead abatement contractor and disposal following Federal, State, and local regulations, specifically OSHA 29 CFR 1926.62, Lead in Construction;
  - Disposal of LBP with common construction debris as long as it remains on the substrate and representative samples of the substrate with paint attached is tested and is found to have lead concentrations below the level that would require it to be classified as a hazardous waste. However, per Federal, State, and local regulations for the proper disposal of LBP, painted wood would not be permitted to be recycled; and,
  - Precautions would be taken prior to any repair or maintenance activities including not cutting, sanding, or drilling materials containing LBP, Prior to initiating abatement activities that would disturb the LBP, the contractor would wet the area to prevent possible release into the air; thoroughly wetting the area to prevent possible release into the air; removing dust with a HEPA vacuum or wet wiping with disposable towels; and, following State and local regulations for proper disposal of LBP.
- **Mold.** The Project site currently has mold or fungi on-site and viable mold spores are present in multiple locations<sup>7</sup>. The presence of mold or fungi on the Project site has the potential to impact indoor air quality. The proposed Project includes a mold abatement plan that calls for the removal of mold during construction, which would require strict compliance with Federal, State, and local regulations. Under this existing regulatory framework, the proposed Project would be required to implement measures to prevent the release of mold and fungi, including the following:
    - Removing and disposing of mold and fungi growth by a qualified contractor; and,
    - Collecting samples if mold or fungi is discovered during construction.

### 3.5 Project Construction

Construction of the elements of the proposed Project would last approximately 14 months. It is estimated that construction would be phased. If displacement is required for an activity, employees will be relocated temporarily to a nearby location to continue offering the LACDMH services to the local population.

### 3.6 Required Approvals/Consultations

Implementation of the proposed Project would require approvals from and consultation with the Los Angeles County Department of Building and Safety (LACDBS), and may also include approval from the City of LA DBS (LADBS). The IS/MND may be used by LACDBS and LADBS in connection with permits and approvals necessary for the construction and operation of the proposed Project.

---

<sup>7</sup> *Ibid.*



*This Page Intentionally Left Blank*

## 4.0 EXPLANATION OF ENVIRONMENTAL CHECKLIST FORM DETERMINATIONS

The following analysis provides supporting documentation for the determinations presented in the Environmental Checklist Form presented in Section 2 of this document. Each response provided below evaluates how the proposed Project as defined in the Section 3 Project Description may affect existing environmental conditions at the Project site and in the surrounding area.

### 4.1 Aesthetics

Would the proposed Project:

*I(a). Have a substantial adverse effect on a scenic vista?*

**No Impact.** The Project area's primary scenic vista is of the downtown Los Angeles skyline. The Project site is a low rise one-story concrete building with rooftop parking and an adjacent surface parking lot. The proposed Project would not add new structures to the Project site and would not modify the existing structure's building massing or envelope. Consequently, it would not block or affect the existing scenic vista. Therefore, impacts related to scenic vistas would not occur.

*I(b). Damage scenic resources including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?*

**No Impact.** The Project site is a 0.51-acre property which has been developed since 1924. The Project site is not visible from the nearest Caltrans-designated State Scenic Highway, State Route (SR-)2, located approximately 6 miles to the northeast from the Project site or from the nearest Caltrans-designated County Scenic Highways, Mulholland Highway and Las Virgenes Highway, located approximately 10 miles northwest and 32 miles northwest from the Project site, respectively.<sup>8</sup> The Project site is also not visible from the nearest City of Los Angeles designated Scenic Highway, a segment of the Harbor Freeway (I-110) north of the Golden State Freeway (I-5) and located 2 miles to the north of the Project site.<sup>9</sup> Therefore, impacts related to scenic resources within a State scenic highway would not occur.

*I(c). Substantially degrade the existing visual character or quality of the site and its surroundings?*

**No Impact.** The Project site is a 0.51-acre property which has been developed since 1924. The building is a one-story structure with a basement and an asphalt paved surface lot. The proposed Project will be incorporating seismic, structural, and architectural improvements to the existing visual character and quality of the building. These improvements would include repainting and patching minor cracks in the exterior stucco; and replacing damaged and missing bricks with matching material. These changes would be consistent with the existing materials and visual character of the building, which, despite its age (89 years old), is not considered a historic resource under CEQA. However, any designs for exterior modifications would involve consultation with the City of Los Angeles to ensure the overall visual character of the downtown area is maintained. Therefore, impacts related to substantial degradation of the existing visual character or quality of the site and its surroundings would not occur.

---

<sup>8</sup> California Department of Transportation website, "Officially Designated Scenic Highways, July 11, 2012," <http://www.dot.ca.gov/hq/LandArch/scenic/schmy.htm>, accessed October 2013.

<sup>9</sup> City of Los Angeles, Transportation Element website, [http://cityplanning.lacity.org/cwd/gnpln/TransElt/TEMaps/E\\_Scnc.gif](http://cityplanning.lacity.org/cwd/gnpln/TransElt/TEMaps/E_Scnc.gif), accessed October 2013.

- I(d). *Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?*

**No Impact.** The Project site consists of a one-story building with a basement and rooftop parking, and an adjacent surface parking lot. The building has masonry details facing the street (bricks), but also contains plaster and stucco on the outside. The rooftop parking lot has typical light fixtures for a parking lot located in a commercial area. Construction at the Project site would not require the addition of any temporary light sources, as the construction would be limited to daylight hours. The existing lighting for the rooftop parking lot would not be changed. The materials used to modify any of the exterior would match the existing non-reflective materials and, thus, would not introduce a new source of glare. Therefore, impacts related to new sources of lighting or glare would not occur.

## 4.2 Agricultural and Forestry Resources

Would the proposed Project:

- II(a). *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program in the California Resources Agency, to non-agricultural use?*

**No Impact.** The Project site consists of a one-story commercial building currently occupied by the LACDMH and an adjacent surface parking lot in urbanized downtown Los Angeles. The Project site parcel is not designated or zoned for agricultural uses or farmlands. Furthermore, the surrounding area is fully developed and urbanized and there are no farmlands or agricultural uses in the immediate vicinity. Therefore, impacts related to converting Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses would not occur.

- II(b). *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*

**No Impact.** Refer to Response to II(a). The Project site is zoned R5 (Multiple dwelling zone)<sup>10</sup> which does not allow agricultural uses on the Project site. The Project site is not protected under the Williamson Act.<sup>11</sup> Therefore, impacts related to conflict with existing zoning for agricultural uses or a Williamson Act contract would not occur.

- II(c). *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220[g]), timberland (as defined in Public Resource Code section 4526), or timberland-zoned Timberland Production (as defined by Government Code section 51104[g])?*

**No Impact.** The Project site is not zoned as forest land, timberland, or timberland zoned Timberland Production. As discussed in the Responses to II(a) and II(b), the Project site is located in downtown Los Angeles and is zoned as a residential multiple-dwelling zone R5, which does not allow forest land, timberland, or timberland zoned Timberland Production land uses. Therefore, impacts related to conflicts with existing zoning or rezoning of forest land, timberland, or timberland zoned Timberland Production would not occur.

- II(d). *Result in the loss of forest land or conversion of forest land to non-forest use?*

**No Impact.** Refer to Response to II(c). Impacts related to loss of forest land or conversion of forest land to non-forest use would not occur.

<sup>10</sup> City of Los Angeles, ZIMAS website, <http://zimas.lacity.org/>, accessed October 2013.

<sup>11</sup> California Department of Conservation, Williamson Act Program website, <http://www.conservation.ca.gov/dhrp/lca/Pages/Index.aspx>, accessed October 2013.

II(e). *Involve other changes in the existing environment which, due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use or conversion of forest land to non-forest use?*

**No Impact.** Refer to Responses to II(a) through II(d). Impacts related to conversion of farmland to non-agricultural use or conversion of forest land to non-forest use would not occur.

### 4.3 Air Quality

Would the proposed Project:

III(a). *Conflict with or obstruct implementation of the applicable air-quality plan?*

**No Impact.** The applicable air quality plan for the Project site is the 2012 Air Quality Management Plan (AQMP), developed by the South Coast Air Quality Management District (SCAQMD). The 2012 AQMP incorporates land use assumptions from local general plans and regional growth projections developed by Southern California Association of Governments (SCAG) to estimate stationary and mobile air emissions associated with projected population and planned land uses. If the proposed land use is consistent with the local general plan, then the impact of a project is presumed to have been accounted for in the AQMP. This is because the land use and transportation control sections of the AQMP are based on the SCAG's regional growth forecasts, which incorporated projections from local general plans.<sup>12</sup>

Another measurement tool in determining consistency with the AQMP is to determine whether a project would generate population and employment growth and, if so, whether that growth would exceed the growth rates forecasted in the AQMP and how the project would accommodate the expected increase in population or employment.

The proposed Project will not change the current land use designation and consequently would be consistent with the land use designation specified in the City of Los Angeles General Plan. In addition, the proposed Project is neither a source of new housing nor a source of new jobs; hence, the proposed Project is not considered growth or population-inducing on a regional scale. Therefore, impacts related to conflicts with or obstruction of implementation of an applicable air-quality plan would not occur.

III(b). *Violate any air-quality standard or contribute substantially to an existing or projected air-quality violation?*

#### **Construction Emissions**

**Less Than Significant Impact.** Construction activities from the proposed Project that would generate short-term air-quality impacts include exhaust emissions from the construction worker trips and material delivery vehicles. As the seismic and architectural improvements would not require substantial use of heavy equipment, negligible exhaust emissions from construction equipment are anticipated. The construction of the proposed Project would occur in phases over 14 months. At any one time, there will be few delivery trucks and construction vehicles. Consequently, it is estimated that the daily construction emissions would be negligible, and that the proposed Project would not exceed SCAQMD thresholds for all criteria pollutants. Therefore, construction impacts related to regional air quality emissions would be less than significant.

The construction activities associated with the proposed Project would not result in substantial levels of localized air pollutants due to the lack of construction vehicle exhaust or

---

<sup>12</sup> South Coast Air Quality Management District, *Final 2012 Air Quality Management Plan*, February 2013.

fugitive dust generation. As such, no significant localized air quality impacts are anticipated at sensitive receptors proximate to the Project site.

### **Operational Emissions**

**No Impact.** There would be no additional trip generation or energy consumption following renovation of the Project site beyond those that are currently occurring. As such, there would be no additional air pollutant emissions associated with the proposed Project during operations. Therefore, impacts related to operational phase emissions would not occur.

III(c). *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air-quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

**No Impact.** The South Coast Air Basin is in a state of nonattainment for ozone and particulate matter of 10 microns or less in size (PM<sub>10</sub>) and of 2.5 microns or less in size (PM<sub>2.5</sub>). Based on SCAQMD methodology, any project that does not exceed SCAQMD significance thresholds for either the construction or operations phase would not contribute significantly toward a cumulative air-quality impact. As discussed in Response to III(b), neither construction nor operations of the proposed Project would result in air pollution that would exceed SCAQMD significance thresholds. Therefore, impacts related to cumulative emissions would not occur.

III(d). *Expose sensitive receptors to substantial pollutant concentrations?*

**Less Than Significant Impact.** The primary sensitive receptor is the Downtown Mental Health Center which is located on-site, as it offers outpatient mental health services to the general public. The Project site is known to contain ACMs and LBP, and both can become airborne if disturbed<sup>13</sup>. Furthermore, mold or fungi is also present in the existing building on the Project site.

### ***ACMs and LBP***

The primary Federal regulations that apply to ACMs and LBP include:

- ACMs: Title 29 Code of Federal Regulations (29 CFR) Parts 1910.1001 & 1926.1101
- LBP: 29 CFR Part 1910.1025

The primary State regulations that apply to ACMs and LBP include:

- ACMs: Title 8 California Code of Regulations (8 CCR), Chapter 4, Subchapter 7, Group 16, Article 110, Section (§)5208
- LBP: 8 CCR, Chapter 4, Subchapter 4, Article 4, §1532.1

The SCAQMD regulations that apply to ACMs include:

- Rule 1403 Asbestos Emissions from Demolition/Renovation Activities

---

<sup>13</sup> URS Corporation, *Pre-Renovation Asbestos, Lead-Based Paint, and Mold Survey Report*, November 2013.

Complying with the regulatory requirements for removal or disturbing ACMs and LPB with respect to airborne hazards would include noticing potential sensitive users<sup>14</sup> and using specific vacuum equipment when handling these pollutants<sup>15</sup>. Therefore, impacts related to airborne ACMs and LBP would be less than significant.

### ***Mold***

Construction activities for the proposed Project would potentially disturb mold spores. However, the proposed Project would be required to comply with all laws and regulations regarding mold, including those of OSHA and CalOSHA. Under this existing regulatory framework, the proposed Project would be required to implement measures to prevent the release of mold. All identified mold would be removed during construction and would not be present during operations of the proposed Project. Therefore, impacts related to airborne release of mold would be less than significant.

### *III(e). Create objectionable odors affecting a substantial number of people?*

**No Impact.** No unusual odors have been reported on-site.<sup>16</sup> Construction activities for the proposed Project would generate airborne odors associated with the application of paints and coatings. These emissions would occur during daytime hours only and would be localized and generally confined to the Project site. The proposed Project would utilize typical construction techniques, and the odors would be typical of most construction sites. Additionally, the odors would be temporary, and construction activity associated with the proposed Project would be required to comply with SCAQMD Rule 402 which prohibits the discharge of nuisance emissions. The level of odors generated during renovation activities would not constitute a public nuisance. When the building renovation is complete, odors from the proposed Project would not differ from odors emanating from the building in its current use. Therefore, impacts related to objectionable odors would not occur.

## **4.4 Biological Resources**

Would the proposed Project:

### *IV(a). Have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

**No Impact.** The Project site is located in an urbanized area of downtown Los Angeles and is currently developed with an asphalt paved surface lot and a one-story building with a basement and additional parking lot on the roof. No landscaping or trees are found on-site. Typical street trees and landscape planters are found across the street from the Project site. The proposed Project would involve internal and external modifications to the existing building within the footprint of the Project site. These construction activities would be limited to the previously disturbed and developed area within the Project site and would not remove any habitat or impact any species. Therefore, impacts related to substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species would not occur.

<sup>14</sup> 8 CCR, Chapter 3.2, Subchapter 2, Article 2.5.

<sup>15</sup> 8 CCR, Chapter 4, Subchapter 7, Group 16, Article 110, §5208 (ACMs) and 8 CCR, Chapter 4, Subchapter 7, Group 16, Article 109, §5198 (Lead)

<sup>16</sup> URS Corporation, *Phase I Environmental Site Assessment for 529 S. Maple Avenue Los Angeles CA 90013*, October 2010.



*IV(b). Have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

**No Impact.** Refer to Response to IV(a). The nearest body of water, the Los Angeles River, is located approximately one mile to the east of the Project site.<sup>17</sup> No riparian habitat or other sensitive natural communities exist on or within the vicinity of the Project site, and no bodies or courses of water to provide habitat for fish exist on, or adjacent to, the Project site.<sup>18</sup> The proposed Project would be limited to the Project site and would not have any effect on off-site riparian habitat or sensitive communities. Therefore, impacts related to a substantial adverse effect on any riparian habitat or other sensitive natural community would not occur.

*IV(c). Adversely impact Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) either individually or in combination with the known or probable impacts of other activities through direct removal, filling, hydrological interruption, or other means?*

**No Impact.** No Federally protected Section 404 wetlands are present on or adjacent to the Project site.<sup>19</sup> Therefore, impacts related to a substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act would not occur.

*IV(d). Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?*

**No Impact:** The Project site is disturbed and fully developed, and does not contain any trees, water bodies, and vegetation that could potentially provide habitat for nesting birds, fish, or other wildlife species. The Project site and surrounding area is highly urbanized, and does not function as a wildlife corridor. The proposed Project does not involve any grading, excavation, construction of new structures or any other elements that would disturb wildlife habitats. Therefore, impacts related to movement of fish or wildlife species would not occur.

*IV(e). Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

**No Impact.** The Project site and surrounding area are highly developed and do not contain any notable natural features or protected biological resources. Trees in the vicinity of the Project site are ornamental, non-protected street trees. City of Los Angeles Ordinance No. 177,404 (Tree Protection Ordinance), as amended in 2006, protects four types of native trees, none of which are present on the Project site. Therefore, impacts related to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, would not occur.

*IV(f). Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional, or State habitat conservation plan?*

**No Impact.** The Project site is located in a highly urbanized area of the City of Los Angeles. No habitat conservation plans or community conservation plans are applicable to the Project site. Therefore, impacts related to conflicts with applicable conservation plans would not occur.

---

<sup>17</sup> *Ibid.*

<sup>18</sup> City of Los Angeles, ZIMAS website, <http://zimas.lacity.org>, accessed October 2013.

<sup>19</sup> URS Corporation, *Phase I Environmental Site Assessment for 529 S. Maple Avenue Los Angeles CA 90013*, October 2010.

## 4.5 Cultural Resources

Would the proposed Project:

*V(a). Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?*

**No Impact.** The existing building at the Project site, which is occupied by the LACDMH Downtown Mental Health Center, was built in 1924 as a parking garage. According to the Cultural Resources Evaluation Report prepared for this IS/MND (Appendix B), the existing building does not meet any of the four criteria to be eligible for listing in the California Register of Historic Resources, or as a City of Los Angeles Historic-Cultural Monument. Consequently, the existing structure is not considered to retain enough historic integrity to be considered a significant historic resource. Therefore, impacts related to causing a substantial adverse change in the significance of historical resources would not occur.

*V(b). Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?*

**No Impact.** The Project site has been historically disturbed and has been developed for approximately 100 years. Currently, the Project site contains a paved asphalt surface lot and a one-story structure, with a basement and an additional parking lot on the roof. Given the excavation that was done for the construction of the basement, it is unlikely that intact significant archaeological resources would be found on the Project site. The proposed Project would not involve paving, grading, excavation, or other activities that would have the potential to uncover or affect archaeological resources. Therefore, impacts related to a substantial adverse change in the significance of an archaeological resource would not occur.

*V(c). Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

**No Impact.** The Project site has been historically disturbed and has been developed for approximately 100 years. Currently, the Project site contains a paved asphalt surface lot and a one-story structure, with a basement and an additional parking lot on the roof. Given the excavation that was done for the construction of the basement, it is unlikely that intact significant paleontological resources would be found on the Project site. The proposed Project would not involve paving, grading, excavation, or other activities that would have the potential to uncover or affect paleontological resources. Therefore, impacts related to destroying a unique paleontological resource or site or unique geologic feature would not occur.

*V(d). Disturb any human remains, including those interred outside of formal cemeteries?*

**No Impact.** The Project site has been historically disturbed and has been developed for approximately 100 years. Currently, the Project site contains a paved asphalt surface lot and a one-story structure, with a basement and an additional parking lot on the roof. The Project site is not part of a formal cemetery. Historically, although there would have been settlements in the vicinity, as it is located within a mile of the Los Angeles River, there are no records of known informal cemeteries on-site. Given the excavation that was done for the construction of the basement, it is unlikely that undiscovered human remains exist on-site. The proposed Project would not involve paving, grading, excavation, or any other activities that would have the potential to uncover or disturb human remains. Therefore, impacts related to disturbance of any human remains, including those interred outside of formal cemeteries, would not occur.

## 4.6 Geology and Soils

Would the proposed Project:

VI(a). *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*

- (i). *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*

**No Impact.** The Project site is not in an Alquist-Priolo Earthquake Fault Zone. The nearest fault to the Project site is the Puente Hills Blind Thrust, approximately 0.75 miles from the Project site.<sup>20</sup> The Project site does not sit on a fault, so it is unlikely that the Project site would experience rupture. Therefore, impacts related to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, would not occur.

- (ii). *Strong seismic ground shaking?*

**Less Than Significant Impact.** As discussed in Response to VI(a)(i) above, the Project site is not in an identified fault zone. However, Southern California is known as a highly seismically active area, and the Project site, located in the Los Angeles Basin, is likely to experience ground shaking from seismic events. The existing building on site is 89 years old and has several features that would not adequately resist a strong earthquake, including unreinforced masonry (URM) parapets, URM infill, shear wall, and mechanical equipment. The proposed Project would include seismic retrofitting to bring the existing structure up to current earthquake and building code, and would replace the existing parapets, URM infill, and shear wall with new reinforced masonry. New seismic anchorage would be installed to provide adequate anchorage for the mechanical equipment on the roof. The proposed Project would not include any elements that would increase exposure to seismic ground shaking and the proposed retrofits would reduce seismic ground shaking impacts compared to existing conditions. Therefore, impacts related to strong seismic ground shaking would be less than significant.

- (iii). *Seismic-related ground failure, including liquefaction?*

**No Impact.** The Project site is not in a liquefaction zone.<sup>21</sup> Therefore, impacts related to liquefaction would not occur.

- (iv). *Landslides?*

**No Impact.** The Project site is not located in a hillside area and is not designated by the City as an area subject to landslides.<sup>22</sup> The Project site is generally flat and would not require any grading or excavation that would modify the existing topography. Therefore, impacts related to exposure of people or structures to landslides would not occur.

VI(b). *Would the project result in substantial soil erosion or the loss of topsoil?*

**No Impact:** The Project site is located in an urbanized area of downtown Los Angeles and is currently developed with an asphalt paved surface lot and a building with a basement and a parking lot on the roof. No landscaping or other exposed topsoil is found on the Project

<sup>20</sup> City of Los Angeles, ZIMAS website, <http://zimas.lacity.org>, accessed October 2013.

<sup>21</sup> *Ibid.*

<sup>22</sup> City of Los Angeles, *General Plan Safety Element*, Exhibit C, November 26, 1996.

site. The proposed Project would not repave anything, nor would it involve any grading and excavation. Therefore, impacts related to soil erosion would not occur.

VI(c). *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?*

**No Impact.** Surface soils in the site vicinity consist of Recent Alluvium laid down by the Los Angeles River and are comprised of gravel, sand, silt, and clay. The site is underlain by hundreds of feet of Quaternary deposits, the uppermost of which is the Upper Pleistocene Lakewood Formation, which consists of marine and continental deposits of gravel, sand, sandy silt, silt, and clay with shale pebbles.<sup>23</sup> Fine particles such as silt and clay along with larger particles like sand and gravel, are generally highly susceptible to ground shaking and, subsequently, is considered an unstable soil. However, the Project site is not located in a liquefaction zone, and would not be susceptible to landslides or subsidence (as it is not located on landfill). Furthermore, the Project site is already developed and the proposed Project does not include new structures or excavation activities that would disturb soils. Therefore, impacts resulting from being located in unstable soil would not occur.

VI(d). *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) creating substantial risks to life or property?*

**No Impact.** Refer to Response VI(c). The soils at the Project site or surrounding it are not considered expansive soils.<sup>24</sup> Furthermore, the proposed Project does not include new structure that would require excavation. Therefore, impacts related to substantial risks to life or property due to location on expansive soils would not occur.

VI(e). *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

**No Impact.** The Project site currently connects to the existing City's sewer system.<sup>25</sup> The proposed Project would not include septic tanks or alternative disposal systems and would retain the same sewer connections as under existing conditions. Therefore, impacts related to septic tanks or alternative wastewater disposal systems would not occur.

## 4.7 Greenhouse Gas Emissions

Would the proposed Project:

VII(a). *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

**Less Than Significant Impact.** During construction, there would be no major equipment utilized for the activities under the proposed Project. Consequently, Greenhouse Gas (GHG) emissions during construction would be similar to existing conditions. Furthermore, there are no new GHG emissions after construction of the proposed Project because the operations do not include new generators of GHG emissions. Consequently, the proposed Project is not considered a substantial source of GHGs. Therefore, impacts related to GHG emissions would be less than significant.

<sup>23</sup> URS Corporation, *Phase I Environmental Site Assessment for 529 S. Maple Avenue Los Angeles CA 90013*, October 2010.

<sup>24</sup> *Ibid.*

<sup>25</sup> *Ibid.*

VII(b). *Conflict with an application plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

**No Impact.** As discussed in Response to VII(a), GHG emissions associated with the proposed Project would not be considered a substantial emitter of GHGs. Therefore, impacts related to conflict with an application plan, policy, or regulation adopted for the purpose of reducing GHG emissions would not occur.

## 4.8 Hazards and Hazardous Materials

Would the proposed Project:

VIII(a). *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

**No Impact.** The primary existing hazardous materials utilized on the Project site are janitorial and building maintenance supplies such as cleaners, bleach, paints, primer-sealer, paint thinner, aerosols, and graffiti remover.<sup>26</sup> The activities associated with the current use of the Project site do not involve routine transport, use, or disposal of hazardous materials, except for typical cleaning and maintenance supplies.

Construction of the proposed Project would also involve the use of potentially hazardous materials, including vehicle fuels, oils, and fluids. However, all hazardous materials would be transported, contained, stored, used, and disposed of in accordance with manufacturers' instructions and would be handled in compliance with all applicable standards and regulations. Construction-related hazardous materials would be used only temporarily (during construction), which does not constitute routine transport, use, or disposal.

The proposed Project would not change the existing use of the Project site and would not add capacity to the building. Consequently, the types and quantities of cleaners and other typical hazardous materials of commercial operations under the proposed Project would be similar as under existing conditions. Therefore, impacts related to the creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials would not occur.

VIII(b). *Create a significant hazard to the public or the environment through the reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?*

**Less Than Significant Impact.** The Project site is located in a Methane Zone and is known to contain ACMs and LBP. The following discussion is broken out to address the potential for impacts of each of these hazards.

### Methane

The Project site is located within an area that has been designated as a Methane Zone by the City and the California Division of Oil, Gas, and Geothermal Resources under Ordinance Number 175790, which took effect in March 2004.<sup>27</sup> Construction of the proposed Project would be designed and permitted to the requirements established by the Los Angeles County Department of Building and Safety, which includes requirements for sites located within a Methane Zone. The proposed Project would not involve excavation, grading, or other soil-disturbing activities that would have the potential to release methane. While methane may be present beneath the Project site, the proposed Project would not change or alter the presence of methane in any way, or increase the potential for methane to be released.

<sup>26</sup> *Ibid.*

<sup>27</sup> City of Los Angeles, Department of City Planning Website, <http://cityplanning.lacity.org>, accessed October 2013.



Therefore, impacts related to the creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of methane into the environment would not occur.

#### **Asbestos-Containing Materials (ACMs)**

Under existing conditions, if ACMs remain in good condition and are not disturbed, exposure to asbestos is expected to be negligible. However, the proposed Project would include ACM abatement, and it is anticipated that these construction activities would disturb and damage ACMs. Consequently, there exists the potential for asbestos to be accidentally released into the environment during construction. However, the proposed asbestos remediation is a highly-regulated procedure.

Compliance with the strict regulations and requirements for ACMs set in place by Federal, State, and local laws would minimize the potential for accidental release of asbestos into the air. In addition, asbestos abatement would not occur while workers or clients are present on-site. All identified ACMs would be removed during construction and would not be present during operations of the proposed Project. Therefore, impacts related to the creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of asbestos into the environment would be less than significant.

#### **Lead-Based Paint (LBP)**

Under existing conditions, if LBP remains in good condition and is not disturbed, exposure to lead is expected to be negligible. However, the proposed Project includes LBP abatement of the existing building. When LBP deteriorates, or is disturbed or damaged, such as during renovation operations, lead dust would be potentially released, creating potential health hazards. The proposed Project would be required to comply with all laws and regulations regarding LBP.

Compliance with the strict regulations and requirements for LBP set in place by Federal, State, and local laws would minimize the potential for release of lead into the air. All identified LBP would be removed during construction and would not be present during operations of the proposed Project. Therefore, impacts related to the creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of lead dust into the environment would be less than significant.

#### **Other Hazardous Materials**

All other known hazardous materials that would be utilized during construction or operations are typical of such activities for a commercial building. The quantities of these materials are not substantial and they would be stored, used, and disposed of in accordance with manufacturers' instructions and in compliance with all applicable standards and regulations. In addition, the proposed Project would be required to create and implement a Health and Safety Plan (HASP) for construction of the proposed Project. The HASP would include necessary measures to ensure the safety of construction workers and the public, including measures regarding the proper handling, storage, and disposal of hazardous materials. Therefore, impacts related to the creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials typical of commercial construction and operations into the environment would be less than significant.



VIII(c). *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

**Less Than Significant Impact with Mitigation Incorporated.** Refer to Responses to VIII(a) and VIII(b) for the potential to emit or handle hazardous materials in general. There is one school located within 0.25 miles of the Project site: Jardín de la Infancia Elementary School, located at 307 E. 7<sup>th</sup> Street, approximately 900 feet southeast of the Project site. As described in Responses to VIII(a) and VIII(b) above, the proposed Project would have no impacts related to transport, use, storage, and disposal of hazardous materials and less than significant impacts related to the accidental release of hazardous materials. Given the close proximity of Jardín de la Infancia Elementary School to the Project site, construction impacts related to emitting or handling hazardous materials within one-quarter mile of an existing school would be potentially significant without mitigation.

ACMs and LBP would not be present during operations, and would not be emitted or handled within one-quarter mile of Jardín de la Infancia Elementary School. Janitorial and building maintenance supplies currently used on the Project site would continue to be used. These chemicals are used and stored in compliance with the regulatory guidelines. The frequency and intensity of use of these chemicals would not change during operations of the proposed Project, and the potential for emissions of or handling of hazardous or acutely hazardous materials, substances, or wastes within one-quarter mile of Jardín de la Infancia Elementary School would not change from existing conditions. Therefore, operational impacts related to emitting or handling hazardous materials within one-quarter mile of an existing school would not occur.

#### **Mitigation Measures**

**HAZ-01** During the design phase of the proposed Project, the County of Los Angeles shall coordinate with LAUSD and the staff at Jardín de la Infancia Elementary School on the schedule of ACMs and LBP abatements. The school schedule shall be considered and incorporated into the Project construction schedule.

**HAZ-02** During the construction phase of the proposed Project, the County of Los Angeles shall provide LAUSD and the staff at Jardín de la Infancia Elementary School the schedule for ACMs and LBP abatements in advance of the proposed activities.

#### **Level of Significance After Mitigation**

Upon implementation of **Mitigation Measures HAZ-01** and **HAZ-02**, construction impacts related to emitting or handling hazardous materials within one-quarter mile of an existing school would be reduced to less than significant.

VIII(d). *Is the project located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and, as a result, would it create a significant hazard to the public or the environment?*

**No Impact.** The Project site is not listed as an EnviroStor Clean-up Site with the California Department of Toxic Substances Control (DTSC) or is identified on the Cortese List (Government Code Section 65962.5).<sup>28</sup> Therefore, impacts related to creation of a significant hazard to the public or the environment due to location on a hazardous materials site list would not occur.

<sup>28</sup> California Department of Toxic Substances Control website, [http://www.dtsc.ca.gov/SiteCleanup/Cortese\\_List.cfm](http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm), accessed October 2013.

VIII(e). *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public-use airport, would the project result in a safety hazard for people residing or working in the project area?*

**No Impact.** The Project site is not located within two miles of a public airport or public use airport. The closest public airport to the Project site is Hawthorne Municipal Airport, approximately 10 miles to the southwest. The Project site does not lie within an airport land use plan for Hawthorne Municipal Airport. Therefore, impacts related to public airport safety hazards for people residing or working in the Project area would not occur.

VIII(f). *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*

**No Impact.** There are no private airstrips in the vicinity of the Project site. However, there are numerous helicopter landing pads throughout downtown Los Angeles, including at the LAPD building located across from the Project site. The proposed Project would not add any structures on-site or height to the building, and consequently, would not pose a hazard to approaching airplanes or helicopters. Therefore, impacts related to private airstrip safety hazards for people residing or working in the Project area would not occur.

VIII(g). *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

**No Impact.** South Maple Avenue between 5<sup>th</sup> and 6<sup>th</sup> Streets is not classified as a Disaster Route for emergencies.<sup>29</sup> During construction, material and equipment would be stored and staged on-site so as to not interfere with emergency response vehicles that use major thoroughfares or access roads. The primary egress and ingress points for emergency vehicles associated with the LAPD building located across South Maple Avenue from the Project site are located along Wall Street. Although there is a garage door that faces South Maple Avenue, it does not appear to be utilized with frequency. The proposed Project would not remove or add any emergency access points to or from the Project site. Access for emergency vehicles is currently considered adequate and would remain as such during the construction phase and operation phase. Therefore, impacts related to impairment of implementation of or physical interference with an adopted emergency response plan or emergency evacuation plan would not occur.

VIII(h). *Expose people or structures to the risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

**No Impact.** The Project site is located in fully developed downtown Los Angeles, surrounded by urban uses, and is not located in the vicinity of any wildfire areas. Furthermore, the Project site is not classified as a Very High Fire Hazard Severity Zone by the City of Los Angeles Fire Department (LAFD), based on criteria including fuel loading, slope, fire weather, and other relevant factors. Therefore, impacts related to exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires would not occur.

---

<sup>29</sup> City of Los Angeles, *General Plan Safety Element*, Exhibit H: Critical Facilities and Lifeline Systems, November 26, 1996.

## 4.9 Hydrology and Water Quality

Would the proposed Project:

*IX(a). Violate any water quality standards or waste discharge requirements?*

**No Impact.** The Project site is located in fully developed downtown Los Angeles and is currently developed with an asphalt paved surface lot and a one-story structure with a basement and an additional parking lot on the roof. The Project site does not have any pervious surfaces. No paving, grading, or excavation would occur as part of the proposed Project. Typical construction activities such as maintenance and operation of construction equipment and the handling, storage, and disposal of typical construction materials could contribute to pollutant loading in stormwater runoff. The proposed Project would implement standard best management practices (BMPs) during construction to ensure that contaminants are not discharged, thereby preventing water quality standards or waste discharge requirements from being violated. In addition, the proposed Project would not change the existing use of the building and discharges would remain the same during operations as under existing conditions. Therefore, impacts related to violation of water quality standards and waste discharge requirements would not occur.

*IX(b). Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?*

**No Impact.** The Project site is located in the Los Angeles Forebay Area within the Los Angeles Groundwater Basin, southeast of the Elysian Hills. Percolation into the Los Angeles Forebay Area is restricted due to paving and development of the Project site surface.<sup>30</sup> Groundwater is expected to be present at depths greater than 100 feet below ground surface in the site area and flows to the south-southeast.<sup>31</sup> The Project site is currently developed with a paved asphalt surface lot and a one-story structure, with a basement and an additional parking lot on the roof. Due to the complete impermeability of the Project site, the stormwater does not infiltrate into the ground and recharge groundwater. The proposed Project does not involve any paving, demolition of the existing building, new construction, or other activities that would change the permeability of the Project site. The proposed Project would not use groundwater and would not deplete groundwater supplies. The proposed Project also would not interfere with groundwater recharge, reduce aquifer volume, lower the groundwater table, or reduce well production rate due to the lack of permeable surfaces. Therefore, impacts related to substantial depletion of groundwater supplies and substantial interference with groundwater recharge would not occur.

*IX(c). Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?*

**No Impact.** The Project site is located in fully developed Los Angeles and no surface water bodies are present on or adjacent to the Project site. The nearest surface water is the Los Angeles River, approximately one mile to the east. Surface water currently flows by sheet runoff to storm drains located on South Maple Avenue.<sup>32</sup> The proposed Project would not change the existing footprint of the building, or the grading or topography of the Project

<sup>30</sup> URS Corporation, *Phase I Environmental Site Assessment for 529 S. Maple Avenue Los Angeles CA 90013*, October 2010.

<sup>31</sup> California Department of Conservation, Division of Mines and Geology, *Seismic Hazard Zone for the Los Angeles 7.5 Minute Quadrangle, Los Angeles County, California*, 1998.

<sup>32</sup> URS Corporation, *Phase I Environmental Site Assessment for 529 S. Maple Avenue Los Angeles CA 90013*, October 2010.

site. The drainage patterns under the proposed Project would be the same as under existing conditions, and would continue to discharge to storm drains on South Maple Avenue. Therefore, impacts related to substantial erosion or siltation on- or off-site due to substantial alteration of the existing drainage pattern of the Project site would not occur.

*IX(d). Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?*

**No Impact.** Refer to Response to IX(c). Because the proposed Project would not alter the existing drainage pattern of the Project site, and would not change the impermeability of the Project site, potential for flooding under the proposed Project would be the same as under existing conditions. Therefore, impacts related to flooding on- or off-site due to substantial alteration of the existing drainage pattern or substantial increase in the rate or amount of surface run-off would not occur.

*IX(e). Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

**No Impact.** Refer to Responses to IX(c). Runoff during construction and operations would not increase, as the Project site's permeability would remain the same as under existing conditions. During construction, typical construction-related BMPs would be implemented to capture discharge and prevent the Project site from creating a substantial additional source of polluted runoff. During operations, the use of the proposed Project would remain the same as under existing conditions, thus, the runoff would be the same as under existing conditions. Therefore, impacts related to exceeding the capacity of existing or planned stormwater drainage systems or providing substantial additional sources of polluted runoff would not occur.

*IX(f). Otherwise substantially degrade water quality?*

**No Impact.** Refer to Responses to IX(a) through IX(e). Impacts related to substantial degradation of water quality would not occur.

*IX(g). Place housing within a 100-year floodplain, as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

**No Impact.** The Project site is not located within a Federal Emergency Management Agency-designated 100-year flood zone.<sup>33</sup> Furthermore, the proposed Project would not include any housing. Therefore, impacts related to placement of housing within a 100-year flood hazard area would not occur.

*IX(h). Place within a 100-year floodplain area structures that would impede or redirect flood flows?*

**No Impact.** Refer to Response IX(g). The proposed Project would not construct any new structures or expand the footprint of the existing structure. Therefore, impacts related to placement of structures in a 100-year flood hazard area would not occur.

---

<sup>33</sup> URS Corporation, *Phase I Environmental Site Assessment for 529 S. Maple Avenue Los Angeles CA 90013, Appendix B- Environmental Data Resources Inc. (EDR) Report*, October 2010.

IX(i). *Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?*

**No Impact.** The Project site is not located near a dam or levee.<sup>34</sup> Therefore, impacts related to exposure of people or structures to a significant risk of loss, injury, or death as a result of the failure of a dam or levee would not occur.

IX(j). *Inundation by seiche, tsunami, or mudflow?*

**No Impact.** The Project site is located approximately 15 miles east from the Pacific Ocean. The nearest body of water is the Los Angeles River, located approximately one mile to the east of the Project site. The Project site is not located in an area with the potential to be affected by a tsunami or by inundation from a seiche.<sup>35</sup> Furthermore, the Project site is located in an urban and developed area and is not located near hilly, undeveloped areas or positioned down slope from any unprotected slopes or landslide areas that would be affected by a mudflow.<sup>36</sup> Therefore, impacts related to inundation by seiche, tsunami, or mudflow would not occur.

#### 4.10 Land Use and Planning

Would the proposed Project:

X(a). *Physically divide an established community?*

**No Impact.** The Project site is a 0.51-acre property with a structure that was built in 1924. The Project site is located in downtown Los Angeles, near the City-designated districts of Historic Core, Toy District, and Industrial Center.<sup>37</sup> The Project site does not contain any existing structures that divide communities, such as freeways or railroad tracks. All of the existing development is contained within the footprint of the Project site. The proposed Project would involve internal and external modifications to the building on the Project site but would not change the existing use of the Project site. No new structures or other elements that would have the potential to divide a community would be part of the proposed Project. Therefore, impacts related to physical division of an established community would not occur.

X(b). *Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited, to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

**No Impact.** At the local level, various plans regulate land use and design standards at the Project site. These include: the General Plan Framework, the Central City Community Plan, and the Downtown Design Guide.

The Downtown Design Guide, adopted in January 2009, provides baseline guidelines for all of downtown Los Angeles.<sup>38</sup> For the purposes of the Design Guide, a project is the construction, erection, or addition to any building or structure. The proposed Project would not construct or add any new structures to the existing building, but involve internal and

---

<sup>34</sup> City of Los Angeles, *General Plan Safety Element*, Exhibit G: Inundation & Tsunami Hazard Areas, November 26, 1996.

<sup>35</sup> *Ibid.*

<sup>36</sup> City of Los Angeles, ZIMAS website, <http://zimas.lacity.org/>, accessed October 2013, and City of Los Angeles, *General Plan Safety Element*, Exhibit C, November 26, 1996.

<sup>37</sup> City of Los Angeles, Department of City Planning Website, <http://cityplanning.lacity.org>, accessed October 2013.

<sup>38</sup> City of Los Angeles, *Downtown Design Guide* website, <http://cityplanning.lacity.org/Urbanization/DowntownDesign/TableC.pdf>, accessed October 2013.



external modifications as part of seismic retrofit as well as modernization. The Design Guidelines would, therefore, not be applicable to the proposed Project.

The Project site is located within the Central City Community Plan Area of the City of Los Angeles. The Central City Community Plan is one of 35 community plans that make up the Land Use Element of the City of Los Angeles General Plan. The Central City Community Plan designates the Project site's land use as High Medium Residential and is zoned [Q]R5-2D. The existing use of the Project site is consistent with the [Q]R5-2D zone which allows any use permitted in the Commercial Zones (CR, C1, C1.5, C2, C4 or C5) to be permitted on any lot in the R5 Zone provided that the lot is located within the Central City Community Plan Area. The proposed Project would not change the land use at the Project site and, thus, would be consistent with the allowable uses of the current Project site under the Central City Community Plan.

The Project site is also located in the Greater Downtown Housing Incentive Area and the Los Angeles State EZ overlays. Since there is no housing on the Project site, the Housing Incentive Area zoning is not applicable to the Project site. EZs are specific geographic areas that are eligible to receive incentives from the Federal, State, and local governments to stimulate local investment and employment through tax and regulation relief and improvement of public services. The proposed Project would be consistent with the EZs as it would continue to be used as the Downtown Mental Health Center.

The proposed Project would be in compliance with the Central City Community Plan and the State EZ requirements. No specific plan or local coastal program applies to the proposed Project. Therefore, impacts conflicts with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project site would not occur.

*X(c). Conflict with any applicable habitat conservation plan or natural community conservation plan?*

**No Impact.** The Project site is located in a highly urbanized area of the City. No habitat conservation plans or community conservation plans are applicable to the Project site. Therefore, impacts related to conflicts with applicable conservation plans would not occur.

## 4.11 Mineral Resources

Would the proposed Project:

*XI(a). Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?*

**No Impact.** The Project site is not located within an identified Mineral Resource Zone 2 (MRZ-2). MRZ-2 sites contain potentially significant sand and gravel deposits which are to be conserved.<sup>39</sup> Additionally, the Los Angeles Basin is known to be a source of petroleum. The Project site is not within an "O" (Oil Drilling) District, a City-designated Oil Drilling/Surface Mining Supplemental Use District, or a City-designated Oil Field/Drilling Area.<sup>40</sup> No mineral or oil extraction operations occur on the Project site or in the vicinity of the proposed Project. In addition, the Project site and its existing building have been in use for 89 years (with no known mineral resources reported) and have been previously disturbed by development.

The proposed Project would not involve excavation on the Project site and would not increase paved areas or areas covered by structures, thereby increasing difficulty of access to

<sup>39</sup> City of Los Angeles, *General Plan Conservation Element*, Mineral Resources, Exhibit A, adopted September 26, 2001.

<sup>40</sup> City of Los Angeles, *General Plan Safety Element*, Exhibit E: Oil Field and Oil Drilling Areas, November 26, 1996.



mineral resources. Therefore, impacts related to loss of availability of a known mineral resource that would be of value to the region and the residents of the State would not occur.

XI(b). *Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

**No Impact.** Refer to Response to XI(a). Impacts related to loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan would not occur.

## 4.12 Noise

Would the proposed Project:

XII(a). *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

**Less Than Significant Impact.** Activities associated with the proposed Project would generate increases in noise levels due to on-site construction activities in addition to the import and export of materials via truck trips.

### On-site Construction Noise

The City's 2006 *LA CEQA Thresholds Guide* states the following in regards to on-site construction noise:

"A project would normally have a significant impact on noise levels from construction if:

- Construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 A-weighted decibels (dBA) or more at a noise sensitive use;
- Construction activities lasting more than 10 days in a three month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive land use; or
- Construction activities would exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday; before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time on Sunday."

The City of Los Angeles Municipal Code (LAMC) exempts construction from noise restrictions between 7:00 a.m. and 9:00 p.m. on weekdays and from 8:00 a.m. to 6:00 p.m. on Saturday, but not on Sundays or Federal holidays. The LAMC also states that, during daytime hours, if construction activities are being conducted within 500 feet of a residential zone, equipment or a powered hand tool that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet from construction and industrial machinery will be prohibited unless compliance is technically infeasible. Construction activities related to the proposed Project would require minimal use of heavy equipment for short durations, but primarily use small equipment and hand-held tools. Although the proposed Project construction would generate temporary increases in noise levels in the proposed Project vicinity, the closest noise sensitive use is the Jardín de la Infancia Elementary School, located approximately 900 feet to the southeast from the Project site. The Project site is located in a residential zone, per the Central City Community Plan. However, there are very few residences in the vicinity of the Project site. The nearest residential development is approximately located more than 500 feet from the Project Site along Main Street. All construction activities are proposed to be conducted during construction noise exempt hours and are exempt from the City noise

thresholds of nearby noise sensitive land uses. In addition, a majority of the construction would occur in the interior of the building, and would not be audible at Jardín de la Infancia Elementary School. Finally, construction noise would be temporary and short-term. Therefore, impacts related to exceeding local noise ordinances would be less than significant.

#### **Construction Noise Related to Off-Site Vehicular Traffic**

As part of construction activities, trucks would be delivering materials and hauling off debris. The major thoroughfares that provide access to highways from the Project site are Alameda Street (access to US-101 and I-10), 4<sup>th</sup> Street (access to I-5, I-10, and SR-60), and 6<sup>th</sup> Street (access to I-5, I-10, and SR-60). Alameda Street is a major road that is a designated truck route, so there is a significant amount of noise on the street. Fourth and 6<sup>th</sup> Streets are also major collector streets that provide uninterrupted access to and from east of the Los Angeles River. The increased number of trucks would be spread over the 14-month construction period, and it is anticipated that no more than two haul trucks would be used in one single day. This increase in volume would be minor relative to the existing volumes on these streets. This increase in volume is temporary, and short-term in nature.

The City of Los Angeles CEQA Thresholds Guide does not provide a definition or a threshold for “substantial increase” in noise for transportation-related construction traffic noise. However, the amount of debris that would be generated would be minor, given that the building and most of the interior structure and office spaces would remain the same. The number of haul truck trips would be minor and they would travel on roads that pass through primarily industrial and commercial corridors. Therefore, impacts related to exceeding local noise ordinances would be less than significant.

*XII(b). Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?*

**No Impact.** Construction activities associated with the proposed Project would not utilize heavy machinery that could potentially generate ground-borne vibration in the immediate vicinity of the Project site. Although smaller equipment have the potential to generate vibrations, ground-borne vibration decreases rapidly with distance. Typical vibration levels (measured by peak particle velocity at 25 feet) produced by this smaller construction equipment is approximately 0.035 inches per second.<sup>41</sup> At the large distances listed for sensitive land uses, construction activities associated with the proposed Project are not anticipated to generate excessive ground-borne vibration or ground-borne noise levels. Therefore, impacts related to exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels would not occur.

*XII(c). A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

**No Impact.** A project would normally have a significant impact on noise levels from project operations if the project causes the ambient noise level measured at the property line of affected uses to increase by 3 dBA in Community Noise Equivalent Level to or within the “normally unacceptable” or “clearly unacceptable” category, or any 5 dBA or greater noise increase. The proposed Project would not generate a permanent increase in ambient noise levels in the Project vicinity above levels existing without the proposed Project since the proposed Project is not introducing any additional noise generating activities or sources in the vicinity of the Project site. Therefore, impacts related to a permanent increase in ambient noise levels would not occur.

---

<sup>41</sup> Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Guidelines*, May 2006.

XII(d). *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

**Less Than Significant Impact.** Refer to Responses to XII(a) through XII(c). Impacts related to substantial temporary or periodic increase in ambient noise levels at some noise-sensitive locations above levels existing without the proposed Project would be less than significant.

XII(e). *For a project located within an airport land use plan or, where such a plan has not been adopted within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

**No Impact.** The Project site is not located within two miles of a public airport or public use airport. The closest public airport to the Project site is Hawthorne Municipal Airport, approximately 10 miles to the southwest. The Project site does not lie within an airport land use plan for Hawthorne Municipal Airport. Therefore, impacts related to public airport noise exposure for people residing or working in the Project area would not occur.

XII(f). *For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?*

**No Impact.** There are no private airstrips in the vicinity of the Project site. However, there are numerous helicopter landing pads throughout downtown Los Angeles, including at the LAPD building located across from the Project site. The proposed Project would not add new employees and does not contain residential uses. Consequently, exposure to aircraft noise levels would be the same as under existing conditions. Therefore, impacts related to private airstrip safety noise exposure for people residing or working in the Project area would not occur.

#### 4.13 Population and Housing

Would the proposed Project:

XIII(a). *Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

**No Impact.** The Project site consists of a one-story commercial building and adjacent surface parking lot currently utilized by the LACDMH, in urbanized downtown Los Angeles. There are no residential uses on the Project site. The proposed Project would involve internal and external modifications to the existing building within the footprint of the Project site. The proposed Project would not construct any new structures or expand the existing structure, and would not directly induce any population growth in the area, including new homes or businesses. In addition, the proposed Project will not indirectly induce any population growth in the area because it will not extend any roads or other infrastructure, or cause any other changes that would encourage growth. Therefore, impacts related to substantial population growth, directly or indirectly, would not occur.

XIII(b). *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

**No Impact.** The Project site is a commercial use and there is no housing present on the Project site. The proposed Project would involve internal and external modifications to the building but would not change the existing commercial use of the Downtown Mental Health Center. Therefore, impacts related to displacement of substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere, would not occur.

XIII(c). *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

**No Impact.** Refer to Response to XIII(b). Impacts related to displacement of substantial numbers of people, necessitating the construction of replacement housing elsewhere, would not occur.

#### 4.14 Public Services

Would the proposed Project:

XIV(a). *Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:*

*Fire protection?*

**No Impact.** The LAFD provides fire protection and emergency medical services to the City of Los Angeles, including fire suppression, paramedic/emergency medical, fire prevention, emergency, and hazardous materials management/environmental safety services to the Project Site and its surroundings. The Project site is served by LAFD Division 1, Battalion 1, Station 9, located at 430 East 7<sup>th</sup> Street, approximately 0.3 miles southwest of the Project site.<sup>42</sup> Fire Station No. 9 is staffed with five persons and provides fire engine and paramedic rescue response services.<sup>43</sup>

Construction would be typical of commercial construction and would require a health and safety plan which would be reviewed by the LAFD during the permitting process and modified as needed based in their input. The proposed Project would not demolish or construct any new buildings or expand the capacity of the existing structure. During operations, the building would continue its existing use. As discussed in Section 4.13 Population and Housing, the proposed Project would not result in any residential or employment change or growth which could place a permanent increased demand on fire protection services. Demand for fire protection services under the proposed Project would be the same as under existing conditions. Therefore, impacts related to fire protection services would not occur.

*Police protection?*

**No Impact.** The LAPD provides police protection services to the Project site. The Central Community Police Station, part of the Central Bureau, serves the Project site, which is located in Reporting District 155.<sup>44</sup> It is located across the street to the east at 251 E. 6<sup>th</sup> Street from the Project site.

<sup>42</sup> City of Los Angeles, Los Angeles Fire Department website, <http://lafd.org/batt1.htm>, accessed October 2013.

<sup>43</sup> City of Los Angeles, *Broadway Streetscape Master Plan Final MND/EA*, February 2012.

<sup>44</sup> City of Los Angeles, Los Angeles Police Department website, [http://www.lapdonline.org/central\\_community\\_police\\_station](http://www.lapdonline.org/central_community_police_station), accessed October 2013.

Construction would be typical of commercial construction and would require a health and safety plan which would be reviewed by the LAPD during the permitting process and modified as needed based in their input. The proposed Project would not demolish or construct any new buildings or expand the capacity of the existing structure. During operations, the building would continue its existing use. As discussed in Section 4.13 Population and Housing, the proposed Project would not result in any residential or employment change or growth which could place a permanent increased demand on police protection services. Demand for police protection services under the proposed Project would be the same as under existing conditions. Therefore, impacts related to police protection services would not occur.

*Schools?*

**No Impact.** The Project site is served by the Los Angeles Unified School District (LAUSD). The Project site is developed as a one-story commercial building with no residential structures or uses. As discussed in Section 4.13 Population and Housing, the proposed Project would not include housing elements that would directly induce growth and increase demand for public schools. Furthermore, the proposed Project would result in no employment growth and would not indirectly induce population growth. Demand on schools under the proposed Project would be the same as under existing conditions. Therefore, impacts related to increased demand for schools would not occur.

*Parks?*

**No Impact.** The Project site is developed as a one-story commercial building with no residential structures or uses. As discussed in Section 4.13 Population and Housing, the proposed Project would not include housing elements that would directly induce growth and increase demand for parks. Furthermore, the proposed Project would not result in any employment growth and would not indirectly induce population growth, thereby increasing demand for parks. Demand on parks under the proposed Project would be the same as under existing conditions. Therefore, impacts related to increased demand for parks would not occur.

*Other public facilities?*

**No Impact.** The Project site is developed as a one-story commercial building with no residential structures or uses. As discussed in Section 4.13 Population and Housing, the proposed Project would not include housing elements that would directly induce growth and potentially increase demand for other public facilities such as libraries, childcare centers, or senior centers. Furthermore, the proposed Project would result in no employment growth and would not indirectly induce population growth, thereby increasing demand for other public facilities. Demand on other public facilities under the proposed Project would be the same as under existing conditions. Therefore, impacts related to increased demand for other public facilities would not occur.

## 4.15 Recreation

Would the proposed Project:

*XV(a). Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

**No Impact.** The Project site is developed as a one-story commercial building with no residential structures. As discussed in Section 4.13 Population and Housing, the proposed Project would not include housing elements that would directly induce growth and potentially increase demand on recreational facilities. Furthermore, the proposed Project



would result in no employment growth and would not indirectly induce population growth, thereby increasing demand on recreational facilities. Demand on recreational facilities under the proposed Project would be the same as under existing conditions. Therefore, impacts related to increased demand on recreational facilities would not occur.

XV(b). *Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?*

**No Impact.** Refer to Response XV(a). Impacts related to increased demand on recreational facilities would not occur.

## 4.16 Transportation and Traffic

Would the proposed Project:

XVI(a). *Conflict with an application plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?*

**No Impact.** Construction of the proposed Project would cause a temporary increase in vehicular traffic relative to the existing traffic. This temporary increase would be partially due to vehicle trips associated with workers travelling to and from the Project site, and to the proposed hauling activities. The major thoroughfares that provide access to highways from the Project site are Alameda Street (access to US-101 and I-10), 4<sup>th</sup> Street (access to I-5, I-10, and SR-60), and 6<sup>th</sup> Street (access to I-5, I-10, and SR-60). Alameda Street is a major road that is a designated truck route, so there is a significant amount of noise on the street. Fourth and 6<sup>th</sup> Streets are also major collector streets that provide uninterrupted access to and from east of the Los Angeles River. The increased number of trucks would be spread over the 14-month construction period, and it is anticipated that no more than two haul trucks would be used in one single day. This increase in volume would be minor relative to the existing volumes on these streets. This increase in volume is temporary, and short-term in nature.

The proposed Project does not include changes to highways or freeways and is not expected to increase demands upon local mass transit systems. It is not anticipated to significantly change local traffic patterns or to cause a significant increase in traffic due to population growth or change in land use, as no new housing or commercial uses are proposed as part of the proposed Project. The proposed Project would not affect or increase the usage of other modes of transportation, such as bicycles, mass transit, and pedestrians, as it does not include any elements that would directly or indirectly induce population growth.

Therefore, impacts related to conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation would not occur.

XVI(b). *Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*

**No Impact.** The proposed Project is not anticipated to generate new trips during operations. The construction of the proposed Project would require haul trucks and construction vehicles. The nearest County Congestion Management Program (CMP) arterial is Alameda Street, approximately 0.5 mile from the Project site. It is anticipated that haul trucks may utilize Alameda Street in combination with 4<sup>th</sup> and 6<sup>th</sup> Streets, which have closer

access to I-5 and I-10 than Alameda Street. However, this is a temporary and short-term increase in volume of vehicles and would not increase the existing volume substantially. The County of Los Angeles CMP threshold for significance is an addition of 50 daily trips for arterials. At its peak, it is anticipated that up to two daily trips would be generated during construction only. Therefore, impacts related to conflicting with a CMP would not occur.

*XVI(c). Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

**No Impact.** The closest public airport to the Project site is Hawthorne Municipal Airport, approximately 10 miles to the southwest. The Project site does not lie within an airport land use plan for Hawthorne Municipal Airport. There are no private airstrips in the vicinity of the Project site. However, there are numerous helicopter landing pads throughout downtown Los Angeles, including at the LAPD building located across from the Project site. The proposed Project would not add any structures or height to the existing building (which is low profile compared to surrounding buildings) and, consequently, would not cause a change in air traffic patterns. Therefore, impacts related to changes in air traffic patterns would not occur.

*XVI(d). Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

**No Impact.** The proposed Project does not include any modifications to the existing street or sidewalk system. There would be no new trip generations so as to require traffic calming on South Maple Avenue. Therefore, impacts related to hazardous design features would not occur.

*XVI(e). Result in inadequate emergency access?*

**No Impact.** Access to the Project site would not change during construction or operations of the proposed Project. In addition, South Maple Avenue would not be modified as part of the proposed Project. Therefore, impacts related to inadequate emergency access would not occur.

*XVI(f). Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?*

**No Impact.** Construction activities associated with the proposed Project would be limited to the Project site with the exception of the hauling of debris. The proposed Project would not disrupt usage of South Maple Avenue or the sidewalk for long periods of time. If the sidewalk in front of the building needs to be closed, pedestrians would be rerouted. However, all construction activities would be limited to the Project site. Access to transit on the existing transit corridors, as well as any existing bicycle lanes would be maintained during construction. Therefore, impacts related to conflicts with adopted policies, plans or programs supporting alternative transportation would not occur.

## 4.17 Utilities and Service Systems

Would the proposed Project:

*XVII(a). Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

**No Impact.** The Project site is under the jurisdiction of the Los Angeles Regional Water Quality Control Board (LARWQCB). The LARWQCB is responsible for water quality throughout the Los Angeles region, including compliance with waste discharge requirements.<sup>45</sup> The current wastewater generation rate at the Project site is 2,000 gallons per day (gpd).<sup>46</sup> The proposed Project would not create any new structures or generate a substantial amount of wastewater during construction. The amount of wastewater generation would not be anticipated to substantially increase or decrease compared to existing operations as a commercial building. No new permanent employees would be added to the building and the square footage of the structure would remain the same. Consequently, the proposed Project would not change the amount or character of wastewater discharged from the Project site, and thus would not bring wastewater discharge in violation of treatment requirements. Therefore, impacts related to exceeding wastewater treatment requirements would not occur.

*XVII(b). Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

### **Water**

**No Impact.** The City of Los Angeles Department of Water and Power (LADWP) is the water purveyor for most areas in the City, including the Project site.<sup>47</sup> The existing water usage of the Project site is approximately 2,400 gpd.<sup>48</sup> The proposed Project would not construct new infrastructure or add any permanent population.

### **Construction**

**No Impact.** During construction, water usage will be negligible. No grading or significant excavating activities are proposed that would require use of water to reduce fugitive dust. Use of water during construction would be temporary and short-term. Therefore, construction impacts related to requiring construction or expansion of water facilities would be not occur.

### **Operations**

**No Impact.** The amount of water consumption during operations is not anticipated to increase or decrease substantially compared to existing operations because no new permanent employees would be added and the square footage of the structure and its current use would remain the same. Therefore, operational impacts related to requiring construction or expansion of water facilities would not occur.

---

<sup>45</sup> California Environmental Protection Agency, Los Angeles Regional Water Quality Control Board website, <http://www.waterboards.ca.gov/losangeles>, accessed October 2013.

<sup>46</sup> According to the 2006 L.A. CEQA Thresholds Guide, calculation of sewage generation rate for a Commercial Use building is 80 gpd/1000 Gross Square Feet (Gr.sq.ft). Therefore, calculation for this building is as follows: 80gpd/1000 Gr.sq.ft. X 25,000 Gr.sq.ft. = 2,000 gpd.

<sup>47</sup> URS Corporation, *Phase I Environmental Site Assessment for 529 S. Maple Avenue Los Angeles CA 90013*, October 2010.

<sup>48</sup> Water usage for a commercial building is calculated as 120% of the wastewater generation rate of the building. Therefore, for the proposed Project, it is calculated as 120% X 2,000gpd = 2,400 gpd.

### **Wastewater**

**No Impact.** The City of Los Angeles Department of Public Works, Bureau of Sanitation maintains and operates the wastewater collection and treatment system of the City, including the Project site.<sup>49</sup> The current wastewater generation rate at the Project site is approximately 2,000 gpd.

### **Construction**

**No Impact.** The proposed Project would not generate a significant amount of wastewater during construction. Typically, construction sites would include portable toilets that are not connected to the sewer system. Therefore, construction impacts related to requiring construction or expansion of wastewater facilities would not occur.

### **Operations**

**No Impact.** The amount of wastewater generation during operations is not anticipated to increase or decrease substantially compared to existing operations because no new permanent employees would be added and the square footage of the structure and its current use would remain the same. Therefore, operational impacts related to requiring construction or expansion of wastewater facilities would not occur.

XVII(c). *Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

**No Impact.** The Project site does not have any on-site storm drains. Surface water flows by sheet runoff to storm drains located on South Maple Avenue.<sup>50</sup> The proposed Project does not involve paving, demolition of the existing building, new construction, or other activities that would change the permeability of the Project site. In addition, the proposed Project would not change the existing footprint of the building, or the grading or topography of the Project site. Demands on stormwater drainage facilities, therefore, are anticipated to be the same as under existing conditions. The proposed Project would continue the existing sheet runoff drainage pattern, and would continue to discharge to storm drains on South Maple Avenue during construction as well as operations of the building. Therefore, impacts related to requiring or resulting in construction of new stormwater drainage facilities or expansion of existing facilities would not occur.

XVII(d). *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

**No Impact.** Potable water for the proposed Project would be supplied by LADWP, which obtains its water from local groundwater, reclaimed water, the Owens Valley, the Colorado River, and the California Aqueduct.<sup>51</sup> The existing water usage of the Project site is 2,400 gpd. Construction would use a negligible amount of water and would be temporary and short-term. The proposed Project would not construct new infrastructure or add any permanent population or change the building size in such a way that would expand existing demand or create new demand for water. Therefore, impacts related to sufficient water supplies and the need for new or expanded entitlements would not occur.

---

<sup>49</sup> URS Corporation, *Phase I Environmental Site Assessment for 529 S. Maple Avenue Los Angeles CA 90013*, October 2010.

<sup>50</sup> *Ibid.*

<sup>51</sup> City of Los Angeles, Department of Water and Power website, "LADWP Quick Facts and Figures," <http://www.ladwp.com/ladwp/cms/ladwp000509.jsp>, accessed October 2013.

XVII(e). *Result in a determination by the wastewater treatment provider, which serves or could serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

**No Impact.** Refer to Response to XVII(b). Impacts related to a determination by a wastewater treatment provider that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments would not occur.

XVII(f). *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

**Less Than Significant Impact.** Solid waste generated at the Project site consists of typical office and break room trash. Solid waste is routinely removed by the City.<sup>52</sup> The current solid waste generation rate at the Project site is 769 pounds per day.<sup>53</sup>

#### **Construction**

***Less Than Significant Impact.*** During construction, several types of solid wastes would be generated: typical construction material solid waste and those solid wastes associated with ACMs and LBP. The nearest landfills that accept non-hazardous wastes include Puente Hills Landfill in the City of Industry, Sunshine Canyon Landfill in Sylmar, and Chiquita Canyon Landfill in Castaic.

The removal of ACMs and LBP would be handled according to all applicable regulations.<sup>54</sup> Per regulations, upon classification, and upon written acceptance of an appropriate landfill or landfills, copies of waste profile reports used to secure disposal permission from the landfill would be provided to DTSC. Compliance with the disposal restrictions, as necessary, would be documented and provided to DTSC along with written acceptance from the landfill. All hazardous wastes would be properly managed, manifested, and transported by a registered hazardous waste hauler to a proper waste management facility, in compliance with all existing regulations. The Resource Conservation and Recovery Act (RCRA) hazardous wastes, like LBPs, would likely be disposed of at a Class I hazardous waste facility. The nearest one is located in Buttonwillow, California. Non-RCRA hazardous waste, including ACMs derived from manufacturing, fabrication, renovation, or spraying operations must be disposed of in accordance with regulations promulgated under the Clean Air Act in 40 CFR Part 61, Subpart M (National Emissions Standard for Asbestos).<sup>55</sup> In the County of Los Angeles, the nearest landfill permitted to accept ACMs is the Azusa Land Reclamation Landfill, operated by Waste Management Inc.<sup>56</sup> Upon strict compliance with the regulations on disposal of ACMs and LBP, construction impacts related to service by a landfill with sufficient permitted capacity to accommodate the proposed Project's solid waste disposal needs would be less than significant.

#### **Operations**

***No Impact.*** Operations of the proposed Project would generate solid waste similar to existing conditions. Therefore, operational impacts related to service by a landfill with

<sup>52</sup> URS Corporation, *Phase I Environmental Site Assessment for 529 S. Maple Avenue Los Angeles CA 90013*, October 2010.

<sup>53</sup> According to the 2006 L.A. CEQA Thresholds Guide, calculation of solid waste generation rate for a Commercial Use building is 10.53 pounds per day X Number of Employees. Therefore, calculation for this building is 10.53 X 73 = 769 pounds per day.

<sup>54</sup> URS Corporation, *Pre-Renovation Asbestos, Lead-Based Paint, and Mold Survey Report*, November 2013.

<sup>55</sup> U.S. Department of Energy, Office of Environmental Guidance website, "Exclusions and Exemptions from RCRA Hazardous Waste Regulation," <http://bomer.ornl.gov/sesa/environment/guidance/rcra/exclude.pdf>, accessed October 2013.

<sup>56</sup> County of Los Angeles Department of Public Health, Environmental Health, Solid Waste Management Program website, [https://admin.publichealth.lacounty.gov/eh/EP/solid\\_waste/facilitieslandfill.htm](https://admin.publichealth.lacounty.gov/eh/EP/solid_waste/facilitieslandfill.htm), accessed October 2013.



sufficient permitted capacity to accommodate the proposed Project's solid waste disposal needs would not occur.

*XVII(g). Comply with Federal, State, and local statutes and regulations related to solid waste?*

**No Impact.** Refer to Response to XVII(f). During construction and operation, the proposed Project would comply with all County of Los Angeles and California solid waste diversion, reduction, and recycling mandates, including meeting the requirements of the California Integrated Waste Management Act of 1989. Proposed Project construction and operations would also comply with Assembly Bill 1327, which requires that adequate areas for collecting and loading recyclable materials be provided. The proposed Project is expected to produce solid waste typical of standard construction. Construction solid waste would be piled onsite and any hazardous waste would be handled in compliance with all existing DTSC requirements for contaminated waste. Hazardous waste would include ACMs and LBP removed during renovations. The solid waste would be taken to a landfill that is permitted to accept the appropriate types of contaminated waste. Hazardous wastes would be taken to a permitted facility meeting all legal requirements for the handling of ACMs and LBP. During operations, solid waste would be similar to existing conditions as the use and size of the Project site would remain the same as under existing conditions. Therefore, impacts related to compliance with Federal, State, or local statutes and regulations would not occur.

#### 4.18 Mandatory Findings of Significance

*XVIII(a). Does the proposed Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?*

**No Impact.** Refer to Sections 4.4 and 4.5. The proposed Project would have no impacts on biological or cultural resources.

*XVIII(b). Does the proposed Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, effects of other current projects, and the effects of probable future projects.)*

**No Impact.** The majority of environmental impacts associated with the proposed Project are less than significant without requiring mitigation measures. One potential significant impact has been identified but it would be less than significant with mitigation measures. Therefore, none of the environmental impacts evaluated in this document would be cumulatively considerable.

*XVIII(c). Does the proposed Project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?*

**Less Than Significant Impact.** Refer to Section 4.7, Response VIII(c). Upon implementation of Mitigation Measures HAZ-1 and HAZ-2, the level of impact significance would be reduced to less than significant. Therefore, impacts related to environmental effects having substantial adverse effects on human beings would be less than significant.

## 5.0 REFERENCES

California Department of Conservation, Division of Mines and Geology, *Seismic Hazard Zone for the Los Angeles 7.5 Minute Quadrangle, Los Angeles County, California*, 1998.

California Department of Conservation, Williamson Act Program website, <http://www.conservation.ca.gov/dhrp/lca/Pages/Index.aspx>, accessed October 2013.

California Department of Toxic Substances Control website, [http://www.dtsc.ca.gov/SiteCleanup/Cortese\\_List.cfm](http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm), accessed October 2013.

California Department of Transportation website, “Officially Designated Scenic Highways, July 11, 2012,” <http://www.dot.ca.gov/hq/LandArch/scenic/schny.htm>, accessed October 2013.

California Environmental Protection Agency, Los Angeles Regional Water Quality Control Board website, <http://www.waterboards.ca.gov/losangeles>, accessed October 2013.

California Testing and Inspections, *529 South Maple Ave. Building Existing Condition Inspection Report*, August 2013.

City of Los Angeles, *Broadway Streetscape Master Plan Final MND/EA*, February 2012.

City of Los Angeles, Department of City Planning website, <http://cityplanning.lacity.org>, accessed October 2013.

City of Los Angeles, Department of Water and Power website, “LADWP Quick Facts and Figures,” <http://www.ladwp.com/ladwp/cms/ladwp000509.jsp>, accessed October 2013.

City of Los Angeles, *Downtown Design Guide* website, <http://cityplanning.lacity.org/Urbanization/DowntownDesign/TableC.pdf>, accessed October 2013.

City of Los Angeles, *General Plan Conservation Element*, adopted September 26, 2001.

City of Los Angeles, *General Plan Safety Element*, November 26, 1996.

City of Los Angeles, *L.A. CEQA Thresholds Guide*, 2006.

City of Los Angeles, Los Angeles Fire Department website, <http://lafd.org/batt1.htm>, accessed October 2013.

City of Los Angeles, *Los Angeles Municipal Code*, Chapter 1, General Provisions and Zoning, July 2013.

City of Los Angeles, Los Angeles Police Department website, [http://www.lapdonline.org/central\\_community\\_police\\_station](http://www.lapdonline.org/central_community_police_station), accessed October 2013.

City of Los Angeles, *Transportation Element* website, [http://cityplanning.lacity.org/cwd/gnlpln/TransEl/TEMaps/E\\_Scnc.gif](http://cityplanning.lacity.org/cwd/gnlpln/TransEl/TEMaps/E_Scnc.gif), accessed October 2013.

City of Los Angeles, ZIMAS website, <http://zimas.lacity.org/>, accessed October 2013.

County of Los Angeles Department of Public Health, Environmental Health, Solid Waste Management Program website, [https:// admin.publichealth.lacounty.gov/eh/EP/solid\\_waste/facilitieslandfill.htm](https://admin.publichealth.lacounty.gov/eh/EP/solid_waste/facilitieslandfill.htm), accessed October 2013.

Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Guidelines*, May 2006.

South Coast Air Quality Management District, *Final 2012 Air Quality Management Plan*, February 2013.

U.S. Department of Energy, Office of Environmental Guidance website, “Exclusions and Exemptions from RCRA Hazardous Waste Regulation,” [http:// homer.ornl.gov/sesa/environment/guidance/rcra/exclude.pdf](http://homer.ornl.gov/sesa/environment/guidance/rcra/exclude.pdf), accessed October 2013.

URS Corporation, *Building Evaluation Report, 529 S. Maple Avenue, Los Angeles CA*, October 2010.

URS Corporation, *Phase I Environmental Site Assessment for 529 S. Maple Avenue Los Angeles CA 90013*, October 2010.

URS Corporation, *Pre-Renovation Asbestos, Lead-Based Paint, and Mold Survey Report*, November 2013.

## **6.0 AGENCIES CONSULTED AND LIST OF PREPARERS**

### **6.1 Lead Agency**

County of Los Angeles  
Chief Executive Office (CEO), Real Estate Division  
222 S. Hill Street, 3<sup>rd</sup> Floor  
Los Angeles, CA 90012

Contact: Carol Botdorf, Principal Real Estate Agent

### **6.2 Agencies Consulted**

County of Los Angeles  
Department of Public Works  
900 S. Fremont Street  
Alhambra, CA 91803

Contact Gerald S. Goodman, Supervising Engineering Geologist II

### **6.3 List of Preparers**

#### **URS Corporation**

915 Wilshire Boulevard, Suite 700  
Los Angeles, CA 90017

Kavita Mehta, AICP, LEED®AP, Senior Environmental Manager, Master of Planning, 2002, University of Southern California; M.S., Planning, 1998, Centre for Environmental Planning and Technology, School of Planning; B.S., Construction Technology, 1996, Centre for Environmental Planning and Technology, School of Building Science and Technology, 16+ years of experience.

Shapoor Hamid, Ph.D., REA, Project Manager, Ph.D., Geochemistry, 1977, University of Moscow; M.S., Geochemical Engineering, 1972, University of Moscow. 20+ years of experience.

Jaime R. Guzmán, Project Manager, M.A., Urban Planning, 2006, University of California, Los Angeles; B.S., Biological Sciences, 1997, Cornell University. 7+ years of experience.

Tin Cheung, Senior Air Quality Specialist, B.A., Environmental Studies and Geography, 1993, University of California, Santa Barbara. 20+ years of experience.

Jeremy Hollins, Senior Architectural Historian, M.A., Public History, 2006, University of San Diego; B.A., History (Environmental), 2003, University of Rhode Island. 8+ years of experience.

Ronald A. Miller, MSIH, REA, CAC, Senior Project Industrial Hygienist.

Pooja Nagrath, Urban and Environmental Planner, M.S., International Environmental Management and Sustainability, 2008, Arizona State University. 2+ years of experience.

John A. Olson, Urban and Environmental Planner, M.P.L., Planning, 2012, University of Southern California. 2+ years of experience.

Joshua Pakter, Project Administrator, B.A., Political Science, 2007, University of Illinois at Chicago. 9+ years of experience.

Jang Seo, GIS/CAD Specialist. B.A., Geography, 1999, California State University, Northridge. 12+ years of experience.

*This Page Intentionally Left Blank*



## **APPENDIX A**

### **FINAL CULTURAL RESOURCES EVALUATION REPORT**

*This Page Intentionally Left Blank*

**FINAL**

# **Cultural Resources Evaluation Report**

**529 SOUTH MAPLE AVENUE PROJECT  
LOS ANGELES, CALIFORNIA**

**Prepared for**  
**County of Los Angeles**  
**Chief Executive Office (CEO), Real Estate Division**  
222 South Hill Street, 3<sup>rd</sup> Floor  
Los Angeles, CA 90012

**Prepared by**

**URS**

**February 2014**

*This Page Intentionally Left Blank*

## TABLE OF CONTENTS

<b>1.0</b>	<b>EXECUTIVE SUMMARY.....</b>	<b>1</b>
<b>2.0</b>	<b>PROJECT INFORMATION.....</b>	<b>1</b>
2.1	Project Description .....	1
2.2	Project Site.....	1
<b>3.0</b>	<b>REGULATORY SETTING.....</b>	<b>2</b>
3.1	Federal Regulations .....	2
3.2	State Regulations.....	2
3.2.1	State Significance Criteria .....	3
3.3	Local Regulations.....	4
<b>4.0</b>	<b>ENVIRONMENTAL AND CULTURAL SETTING .....</b>	<b>6</b>
4.1	Natural Setting .....	6
4.2	Prehistory .....	6
4.2.1	Ethnographic Background .....	7
4.3	Historic Overview .....	8
4.3.1	Spanish Period.....	8
4.3.2	Mexican Period .....	8
4.3.3	American Period .....	8
4.3.4	Development of the Project site .....	9
4.3.5	Historic City Directories.....	10
4.3.6	Historic USGS Topographic Map and Historic Aerial Photographs.....	10
4.3.7	Los Angeles Times .....	10
<b>5.0</b>	<b>METHODOLOGY .....</b>	<b>11</b>
5.1	Records Searches .....	11
5.1.1	Previously Conducted Investigations .....	12
5.1.2	Previously Recorded Cultural Resources .....	13
5.2	Field and Inventory Methods .....	16
<b>6.0</b>	<b>DESCRIPTION OF CULTURAL RESOURCES .....</b>	<b>16</b>
6.1	529 S. Maple Avenue Property Architectural Description.....	16
6.2	529 S. Maple Avenue Property Historic Significance Evaluation.....	17
6.2.1	CRHR Criterion 1.....	18
6.2.2	CRHR Criterion 2.....	18
6.2.3	CRHR Criterion 3.....	18
6.2.4	CRHR Criterion 4.....	19
6.2.5	CRHR Historic Integrity .....	19
<b>7.0</b>	<b>CONCLUSIONS.....</b>	<b>20</b>
<b>8.0</b>	<b>REFERENCES.....</b>	<b>21</b>
<b>9.0</b>	<b>PREPARER'S QUALIFICATIONS.....</b>	<b>23</b>

## Tables

Table 1	Previously Conducted Cultural Resources Investigations in the Project Site and Within the 1/8-Mile CHRIS Search Radius .....	12
Table 2	Previously Recorded Cultural Resources in the Project Site and Within the 1/8-Mile CHRIS Search Radius .....	14



## Appendices

Appendix A	Project Area Maps
Appendix B	Project Site Photographs
Appendix C	Preparers' Résumés

## List of Acronyms and Abbreviations

Caltrans	California Department of Transportation
CDWR	California Department of Water Resources
CEO	County of Los Angeles Chief Executive Office
CEQA	California Environmental Quality Act
CHL	California Historical Landmarks
CHRI	California Historical Resources Inventory
CHRIS	California Historical Resources Information System
CPA	Community Plan Area
CPHI	California Points of Historical Interest
CRHR	California Register of Historic Resources
EDR	Environmental Data Resources
HPOZ	Historic Preservation Overlay Zone
LACDMH	Los Angeles County Department of Mental Health
LAHCM	City of Los Angeles Historic-Cultural Monuments
LAPD	City of Los Angeles Police Department
NADB	National Archaeological Database
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
PRC	Public Resources Code
SCCIC	South Central Coast Information Center
USDA	United States Department of Agriculture
USGS	United States Geological Survey

## 1.0 EXECUTIVE SUMMARY

The County of Los Angeles Chief Executive Office Real Estate Division (County) desires to purchase the property located at 529 and 525 S. Maple Avenue for long-term continuation of its current use as the Los Angeles County Department of Mental Health (LACDMH) Downtown Mental Health Center and offices. The County also proposes several improvements to the existing building which would primarily improve the property's seismic and structural safety, accessibility, fire safety, weatherization, mechanical and plumbing systems, and code conformance.

This Cultural Resources Evaluation Report has been prepared to document identification, recordation, and evaluation efforts for known or previously unrecorded archaeological and historic architecture resources, such as buildings, structures, objects, districts, landscapes, sites, and linear features. Cultural resources have been evaluated in accordance with California Environmental Quality Act (CEQA) Guidelines Section 15064.5(a)(2)-(3) using the criteria outlined in Public Resources Code (PRC) Section 5024.1.

Cultural resources investigations undertaken to support preparation of this report included archival research and field surveys. As a result of the archival research and field surveys, one historic-period cultural resource was identified in the Project site: The one-story building at 529 South Maple Avenue. This assessment concludes that the property does not appear to be eligible for listing in the California Register of Historic Resources (CRHR) or considered historical resources for CEQA purposes (per PRC Section 15064.5[a][4]). Therefore, the proposed Project is not anticipated to have significant impacts to historical resources.

## 2.0 PROJECT INFORMATION

### 2.1 Project Description

Refer to the Initial Study/Mitigated Negative Declaration Section 3.0 for detailed Project Description.

### 2.2 Project Site

The Project site is located at 529 and 525 South Maple Avenue, Los Angeles, CA, 90015, and is comprised of two assessor parcel numbers (APNs): APN 5148-018-015, on which is a one-story building presently housing the Los Angeles County Department of Mental Health (LACDMH) Downtown Mental Health Center, and APN 5148-018-018, an asphalt-surface parking lot to the north and adjacent to the building. The Project site is located in downtown Los Angeles within the Central City Community Plan Area, which is a heavily developed and dense urban environment and is surrounded by large multi-story commercial, civic/government, and office buildings constructed over the past 80 years. No native or undisturbed soils were observed to be present in the Project site. The building within the Project site faces east<sup>1</sup> towards South Maple Avenue, which travels north to south. To the east of the Project site is a large parking garage for the City of Los Angeles Police Department (LAPD), and to the west, north, and south are commercial properties, dedicated to retail, hospitality, or office purposes.

According to a review of available historical data, it appears that the entire Project site was developed for single-family residential use prior to 1888. The portion of the Project site that presently contains the Downtown Mental Health Center building was constructed in 1924 as an automobile parking garage. Since its construction, 529 South Maple Avenue has been occupied by various tenants for use as an auto garage,

---

<sup>1</sup> In the majority of the Los Angeles Basin, numbered streets run west to east. In downtown Los Angeles, the orientation of streets are skewed, and numbered streets run northwest to southeast. In this report, for simplicity, the main cardinal directions that are locally used to orient downtown structures and landmarks are used for description of the Project site, building elevations, and orientation of other structures and uses in the vicinity of the Project site.

retail/warehouse, and office/administrative purposes. The parking lot portion of the Project site previously contained two 2-story lodging/flats known as “The Huey” sometime prior to 1906 and until at least the 1970s.

The Project area is inclusive of all areas that would be affected by the proposed Project, including all construction and work areas, areas of ground disturbance, access paths, and staging areas. Since the proposed Project would not change the height, massing, or form of the property and, as the proposed Project will not cause any visual or atmospheric intrusions to nearby significant cultural resources, an indirect Project area was not established.

The Project area is located within the boundaries of the former City Land Grant/Civil Colony, as depicted on the United States Geological Survey (USGS) 7.5-minute Los Angeles quadrangle topographic series map. The approximate center point of the Project area is at UTM Zone 11 384848 mE, 3767858 mN. Figures depicting the Project site and environs are included in Appendix A.

### 3.0 REGULATORY SETTING

Cultural resources are typically buildings, sites, structures, or objects, each of which may have historical, architectural, archaeological, cultural, or scientific importance. Numerous laws, regulations, and statutes seek to protect and target the management of cultural resources.

#### 3.1 Federal Regulations

The proposed Project is not a federal undertaking and does not have a federal nexus, therefore federal regulations (such as the National Historic Preservation Act [NHPA] and the National Environmental Policy Act [NEPA]) are not included or applicable.

#### 3.2 State Regulations

In California, cultural resources include archaeological and historical objects, sites, and districts; historic buildings and structures; cultural landscapes; and sites and resources of concern to local Native American and other ethnic groups. Compliance procedures are set forth in the CEQA, PRC Sections 15064.5 and 15126.4. The primary applicable state laws and codes are presented below.

**California Native American Graves Protection and Repatriation Act (2001).** In the California Health and Safety Code, Division 7, Part 2, Chapter 5 (Sections 8010-8030), broad provisions are made for the protection of Native American cultural resources. The California Native American Graves Protection and Repatriation Act sets the state policy to ensure that all California Native American human remains and cultural items are treated with due respect and dignity. The California Native American Graves Protection and Repatriation Act also provides the mechanism for disclosure and return of human remains and cultural items held by publicly funded agencies and museums in California. Likewise, the California Native American Graves Protection and Repatriation Act outlines the mechanism with which California Native American tribes not recognized by the federal government may file claims to human remains and cultural items held in agencies or museums.

**California Public Resources Code, Section 5020.** California PRC Section 5020 created the California Historic Landmarks Committee in 1939, and authorizes the California Department of Parks and Recreation to designate Registered Historical Landmarks and Registered Points of Historical Interest.

**California Public Resources Code, Section 5097.9.** Procedures are detailed under California PRC Section 5097.9 for actions taken whenever Native American remains are discovered. No public agency, and no private party using or occupying public property, or operating on public property, under a public license, permit, grant, lease, or contract made on or after July 1, 1977, shall in any manner whatsoever interfere with the free expression or exercise of Native American religion as provided in the U.S. Constitution and the California

Constitution; nor shall any such agency or party cause severe or irreparable damage to any Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine located on public property, except on a clear and convincing showing that the public interest and necessity so require. The California Native American Heritage Commission (NAHC), pursuant to Sections 5097.94 and 5097.97, shall enforce the provisions of this chapter.

**California Health and Safety Code, Section 7050.5.** Under the California Health and Safety Code Section 7050.5, every person who knowingly mutilates or disinters, wantonly disturbs, or willfully removes any human remains in or from any location other than a dedicated cemetery without authority of law is guilty of a misdemeanor, except as provided in California PRC Section 5097.99. In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined the remains to be archaeological. If the coroner determines that the remains are not subject to his or her authority, and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC.

**California Health and Safety Code, Section 7051.** Under the California Health and Safety Code Section 7051, every person who removes any part of any human remains from any place where it has been interred, or from any place where it is deposited while awaiting interment or cremation, with intent to sell it or to dissect it, without authority of law, or written permission of the person or persons having the right to control the remains under Section 7100, or with malice or wantonness, has committed a public offense that is punishable by imprisonment in the state prison.

**California Code of Regulations, Title 14, Section 4307.** Under this state preservation law, no person shall remove, injure, deface, or destroy any object of paleontological, archaeological, or historical interest or value.

### 3.2.1 State Significance Criteria

In considering the significance of effects under CEQA, the significance of the resource itself must first be determined. At the state level, consideration of significance as an “important archaeological resource” is measured by the cultural resource provisions considered under CEQA Sections 15064.5 and 15126.4, and the draft criteria regarding resource eligibility to the CRHR.

Generally, under CEQA, a historical resource (these include the historic built-environment and historic and prehistoric archaeological resources) is considered significant if it meets the criteria for listing on the CRHR. These criteria are set forth in CEQA Section 15064.5, and defined as any resource that:

1. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
2. Is associated with lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory.

Aside from meeting a CRHR criterion, a potential historical resource must also retain its historic integrity. Historic integrity is the ability of a property to convey its significance, and is comprised of seven aspects: location, design, setting, materials, workmanship, feeling, and association. The evaluation of integrity is sometimes a subjective judgment, but it must always be grounded in an understanding of a property’s physical features and how they relate to its significance.

Section 15064.5 of CEQA also assigns special importance to human remains and specifies procedures to be used when Native American remains are discovered. These procedures are detailed under California PRC Section 5097.98.

Impacts to “unique archaeological resources” and “unique paleontological resources” are also considered under CEQA, as described under PRC Section 21083.2. A unique archaeological resource implies an archaeological artifact, object, or site about which it can be clearly demonstrated that without merely adding to the current body of knowledge there is a high probability that it meets one of the following criteria:

- a) The archaeological artifact, object, or site contains information needed to answer important scientific questions, and there is a demonstrable public interest in that information;
- b) The archaeological artifact, object, or site has a special and particular quality, such as being the oldest of its type or the best available example of its type; or
- c) The archaeological artifact, object, or site is directly associated with a scientifically recognized important prehistoric or historic event or person.

The lead agency shall first determine whether an archeological resource is an historical resource before evaluating the resource as a unique archaeological resource (CEQA Guidelines 15064.5 [c] [1]). A non-unique archaeological resource is an archaeological artifact, object, or site that does not meet the above criteria. Impacts to non-unique archaeological resources and resources that do not qualify for listing on the CRHR receive no further consideration under CEQA.

Under CEQA, a project potentially would have significant effects if it would cause substantial adverse change in the significance of an historical resource (i.e., a cultural resource eligible to CRHR, or archaeological resource defined as a unique archaeological resource which does not meet CRHR criteria), or would disturb human remains.

### 3.3 Local Regulations

The following section contains the policies of the City of Los Angeles and the Central City Community Plan Area as applicable towards cultural resources.

**City of Los Angeles Environmental Quality Act Guidelines.** The City of Los Angeles Environmental Quality Act Guidelines (1981, amended July 31, 2002) contains three articles. Article I declares that in 2002, the City adopted the State CEQA Guidelines, contained in title 15, California Code of Regulations, sections 150000 et seq, and incorporates all future amendments and additions to those guidelines as may be adopted by the State. Article II defines the activities by City agencies that are exempt from the requirements of CEQA. Article III defines the categorical exemptions, which are organized by classes of projects which have been determined not to have a significant effect on the environment and are therefore exempt from the provisions of CEQA.

**City of Los Angeles, Administrative Code, Division 22, Chapter 9, Article 1 (Ordinance No. 178,402), 1962.** Ordinance No. 178,402 established the Cultural Heritage Commission to identify and protect architectural, historical, and cultural buildings, structures, and sites that are important to the City of Los Angeles’ history and cultural heritage. The Cultural Heritage Commission oversees the designation and protection of City of Los Angeles Historic-Cultural Monuments (LAHCM). LAHCMs are defined as any site (including significant trees or other plant life located on site), building, or structure of particular historic or cultural significance to the City of Los Angeles, including historic structures or sites, that:

- Reflect or exemplify the broad cultural, political, economic, or social history of the nation, state, or community; or
- Are identified with historic personages or important events in the main currents of national, state, or local history; or
- Embody the distinguishing characteristics of an architectural-type specimen, are inherently valuable for a study of a period, style, or method of construction; or

- Are notable works of a master builder, designer, or architect whose individual genius influenced his or her age.

**City of Los Angeles, Municipal Code, Chapter I, Article 2, Section 12.20.3 (Ordinance No. 175891), 1979 (amended 2004).** This code contains procedures for the designation and protection of new Historic Preservation Overlay Zones (HPOZs) for any area of the City of Los Angeles with buildings, structures, landscaping, natural features, or lots having historic, architectural, cultural, or aesthetic significance. The ordinance describes the powers and duties of HPOZ boards and the review processes for projects within HPOZs. The City of Los Angeles Department of Planning establishes and administers HPOZs in concert with the city council.

**City of Los Angeles General Plan, Conservation Element, 2001.** The Conservation Element contains the following objectives pertaining to the protection of the archaeological, paleontological, cultural, and historic resources in the City of Los Angeles:

- Protect the City of Los Angeles' archaeological and paleontological resources for historical, cultural, research and/or educational purposes.
- Protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes.

The identification and protection of significant archaeological and paleontological sites and/or resources known to exist or identified during land development, demolition, or property modification activities is to be achieved through the establishment of permit processing, monitoring, enforcement, and periodic revision of regulations and procedures by the departments of Building and Safety, City Planning, and Cultural Affairs.

**City of Los Angeles, Cultural Heritage Masterplan, 2000.** The Cultural Heritage Masterplan is a multifaceted historic preservation strategy to address major preservation issues and to guide and coordinate preservation activity in the City of Los Angeles. The document establishes a citywide framework for developing public policies involving the preservation and care of the City of Los Angeles' cultural resources and contains numerous important policy recommendations on historic preservation in the City of Los Angeles.

**Central City Community Plan, City of Los Angeles Plan Area, 2009.** The Central City Community Plan supports a renewed interest in converting historic commercial and industrial buildings to residential uses. The Central City Community Plan identifies the need to preserve and rehabilitate historic areas with sensitivity to their architectural integrity. In addition, the Central City Community Plan seeks to protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes.



## 4.0 ENVIRONMENTAL AND CULTURAL SETTING

### 4.1 Natural Setting

The Project site is located within the Transverse Range geomorphic province, in the north central part of the Los Angeles Basin, just north of the Los Angeles Narrows. The Elysian and Repetto Hills form the northern edge of the Basin near the Project site. Prior to historical settlement, the Project area was characterized by extensive inland prairies and a lengthy coastal strand. The Los Angeles River is located approximately one mile to the east of the Project site (Jones and Stokes 2007). Surface soils in the vicinity of the Project site consist of recent alluvium laid down by the Los Angeles River and are comprised of gravel, sand, silt, and clay. The Project site is underlain by hundreds of feet of Quaternary deposits, the uppermost of which is the Upper Pleistocene Lakewood Formation, which consists of marine and continental deposits of gravel, sand, sandy silt, silt and clay with shale pebbles (California Department of Water Resources (CDWR) 1961; Norris and Webb 1990).

According to the United States Department of Agriculture (USDA) Soil Conservation Services, National Cooperative Soil Survey, soils underlying the Project site are mapped as Urban Land. Urban Land is described as consisting of areas that are covered by streets, buildings, parking lots, shopping centers, highways, industrial areas, airports, and other urban structures. Small areas of undisturbed soils are mostly in lawns, vacant lots, playgrounds, and green areas. The original soil in some areas has been altered by filling, grading, and landscaping (USDA 1969).

### 4.2 Prehistory

Occupation of southern California by human populations is generally believed to have begun at least 10,000 years ago (Keller 2007:9). A variety of different regional chronologies, often with overlapping terminology, has been used in coastal southern California. There are multiple theories proposing much earlier occupation, specifically during the Pleistocene Age, but this report will only address the last 10,000 years (Keller 2007:9). In 1955, William Wallace developed a theory for the general chronology of the coastal region of southern California. Wallace's theory remains widely accepted and is applicable to many near-coastal and interior areas. Supported by radiocarbon dates from key archaeological sites, Wallace (1955, 1978) established a four-stage sequence. These time periods are characterized by patterns in material culture that are thought to represent distinct regional trends in the economic and social organization of prehistoric groups (Goodwin 2011:14):

- Horizon I: Early Man (before 9000–6500 Before Christ [B.C.] )
- Horizon II: Millingstone Assemblages (6500–2000 B.C.)
- Horizon III: Intermediate Cultures (2000 B.C.– Anno Domini [A.D.] 500)
- Horizon IV: Late Prehistoric Cultures (A.D. 500–historic)

Horizon I, Early Man, includes a late Pleistocene occupation. Elsewhere, this Paleoindian period covers the time period from the first presence of humans in southern California until post-glacial times. Since Wallace first formulated his chronology, sites on the central coast and at Buena Vista Lake have yielded radiocarbon ages between 4787 and 5987 B.C. (Glenn 2008:1). Clovis style fluted projectile points at least 8987 B.C. have been found in the southern San Joaquin Valley, Mojave Desert, and Tehachapi Mountains (Glenn 2008:1).

Horizon I is usually thought to have been characterized by small, highly mobile bands of hunters who were drawn to Late Ice Age resources such as broad inland lakes and marshes, and large game. Now known to correspond to the better-defined Paleoindian or San Dieguito time periods, sites from this period show a greater diversity of ecological settings and approaches to subsistence (Glenn 2008:1; Moratto 1984).

Sophisticated lithic technology featured finely crafted projectile points, crescents, scrapers, and knives (Rogers 1939, 1966).

Horizon II, Millingstone Assemblages, represents a long period of time characterized by small but less nomadic groups that probably relied on a seasonal round of settlement that may have begun during earlier millennia (Moratto 1984:109). The La Jolla Complex can also be associated with this time period of millingstones (Rogers 1939). In many areas, seasonal resource procurement likely included both inland and coastal permanent or semi-permanent residential bases. Millingstone sites are marked by the appearance of seed-grinding tools (such as manos, metates, and hammerstones), usually in large numbers. These often occur in association with shell middens in coastal locations. Seeds from sage, buckwheat, and various grasses provided staple foods, and less emphasis appears to have been placed on hunting. Coarse-grained, durable, lithic materials (such as quartzite, rhyolite, and other volcanic materials) are more common in flaked stone tools from this period than finegrained, silicious materials such as chert and jasper (Glenn 2008:2).

During Horizon III, Intermediate Culture, the first evidence of acorn processing appeared, indicated by the presence of mortars and pestles. As a high-calorie, storable food, acorns contributed to increasing sedentism and more complex social organization (Johnson and Earle 1987). Elaborate dart points are a common artifact of the Horizon III, also known to correspond with the Archaic and La Jolla Complex time periods. Along the coast, the Intermediate Culture saw the use of more diverse marine resources, evident in bone and shell fishhooks, harpoon points, and net weights. It was during this time that the introduction of plank canoes is postulated (Glenn 2008:2). Shell and steatite beads and ornaments were produced in larger quantities and in a greater variety of styles. Major changes in human adaptations are considered to have occurred after 1987 B.C., when estuarine silting was considered to have become so extensive as to cause a decline in associated shellfish populations (Warren 1964, 1968). Regional exchange intensified with non-local materials such as steatite, serpentine, fused shale, and obsidian obtained through trade (Glenn 2008:2).

The Horizon IV, Late Prehistoric, exhibits larger populations and a wider variety of material culture and social institutions (Glenn 2008:2). Storable surplus foods, such as acorns and other seeds and nuts, dried meats, fish and shellfish allowed populations to increase and social mechanisms to diversify. New artifact classes, such as small pressure flaked arrow points (Cottonwood Triangular and Desert Side-notched points) indicative of bow and arrow technology, some types of shell beads, and ceramics (in some areas) are diagnostic of the Late Prehistoric (Glenn 2008:2). The production of pictographs (rock paintings) and the replacement of flexed inhumations with cremations is also thought to be a hallmark of this period. It is during the Late Prehistoric that the Uto-Aztecan speaking emigrants from the Great Basin appeared in the Los Angeles, Orange, Riverside and northern San Diego County areas (Glenn 2008:2). Kroeber (1925:578) speculated that Shoshonean-language speakers migrated from the deserts to the southern coast of California around A.D. 500. This time period is generally better understood because the ethnographic recordation of late nineteenth and early twentieth century descendants of the Late Prehistoric cultural groups. Unfortunately, this same contact with native populations by the Spanish, European and American populations introduced foreign diseases, which caused displacement and absorption into other groups, and decimated native populations (Glenn 2008:2).

#### **4.2.1 Ethnographic Background**

The Project site lies within the historic extent of the Native American Gabrielino territory (Gabrielino-Tongva Tribe Los Angeles County 2013; Bean and Smith 1978). The Gabrielino are characterized as one of the most complex societies in southern California, much like the Chumash, their coastal neighbors to the northwest. This complexity derives from their overall economic, ritual, and social organization (Bean and Smith 1978; Kroeber 1925).

In early Protohistoric times, the Gabrielino, a Uto-Aztecan group, occupied a large territory including the entire Los Angeles Basin. This territory stretched the Pacific coast from Malibu to Aliso Creek and included parts of the Santa Monica Mountains, the San Fernando Valley, the San Gabriel Valley, the San Bernardino Valley, the northern parts of the Santa Ana Mountains, and much of the middle to lower Santa Ana River (Kroeber 1925). The Gabrielino also occupied the islands of Santa Catalina, San Clemente, and San Nicolas.

Within this large territory were more than 50 residential communities with populations ranging from 50 to 150 individuals. The Gabrielino had access to a broad and diverse resource base. Important food resources would have been acorns, agave, mesquite, game animals, and fish (Bonner 2007). This wealth of resources, coupled with an effective subsistence technology, well-developed trade network, and ritual system, resulted in a society that was among one of the most materially wealthy and complex cultural groups in California at the time of European contact (Bean and Smith 1978).

### **4.3 Historic Overview**

This historic period overview is divided into three periods—the Spanish, Mexican, and American periods.

#### **4.3.1 Spanish Period**

The first European account of the area to become Los Angeles County was by Portuguese navigator Juan Rodriguez Cabrillo, who led a Spanish expedition along the California coast in 1542-1543. Cabrillo noted the numerous campfires of the Gabrielino and thus named the area the “Bay of Smokes.” Spain’s presence in the region was only intermittent for approximately 200 years. Then, because of the possibility of territorial encroachment by the British and Russians from the north, Spanish Governor of Baja California, Gaspar de Portola, was instructed to lead a land-sea expedition to colonize Alta (upper) California in the 1760s.

On September 8, 1771, Fathers Pedro Cambon and Angel Somera established the Mission San Gabriel de Arcangel near the present-day city of Montebello. In 1775, the mission was moved to its current location in San Gabriel due to better agricultural lands. This mission marked the first sustained European occupation of the Los Angeles County area. Mission San Gabriel, despite a slow start partially due to misconduct by Spanish soldiers, eventually became so prosperous it was known as “The Queen of the Missions.”

The pueblo that eventually became the City of Los Angeles was established in 1781. During this period, Spain also deeded ranchos to prominent citizens and soldiers (though very few in comparison to the Mexican Period (Arrington and Sikes 2006).

#### **4.3.2 Mexican Period**

Mexico rebelled against Spain in 1810, and by 1821, Mexico, including California, achieved independence. The area that became Los Angeles County saw an increase in European settlement during the Mexican Period largely due to the land grants (ranchos) to Mexican citizens by various governors (Arrington and Sikes 2006). Huge land grant ranchos took up large sections of land in California. Ranchos surrounding the Pueblo Lands of Los Angeles include the Rancho de Los Felis, San Raphael, and San Antonio. Cattle ranching came to overshadow the agricultural economy in the region and industries and trade grew around this shift. San Pedro, south of Los Angeles, became a major port for export of tallow and hides to Boston and Europe. A formal freight corridor between Mission San Gabriel, Los Angeles, and San Pedro opened in early June of 1822 due to the success of the hides trade out of San Gabriel. Shipments to San Pedro from Los Angeles proceeded south across the open plain of the Los Angeles Basin. This early trail system was situated along the west side of the Los Angeles River, in the area that would become the Alameda Corridor (Jones and Stokes 2007).

The Mexican Period for Los Angeles ended in early January 1847. Mexican forces fought combined U.S. Army and Navy forces in the Battle of the San Gabriel River on January 8 and in the Battle of La Mesa on January 9. On January 10, leaders of the pueblo of Los Angeles surrendered all of Alta California to U.S. Army Lieutenant Colonel John C. Fremont in the Treaty of Cahuenga (Arrington and Sikes 2006).

#### **4.3.3 American Period**

Settlement of the Los Angeles region continued in the early American Period. In 1848, California came under the control of the United States. The County was established on February 18, 1850. Many ranchos in the County were sold or otherwise acquired by Americans, and most were subdivided into agricultural parcels or towns (Arrington and Sikes 2006). The history of Los Angeles from the late-nineteenth century through most

of the twentieth century is one of remarkable urban growth. Development of the Port of Los Angeles following the annexation of San Pedro in 1907 and Wilmington in 1909 established a port complex that would become the largest shipping point on the West Coast. The motion picture industry and manufacturing also supported new business and created numerous jobs. With opportunities created by these developments, the population of Los Angeles grew from 102,000 in 1900 to 576,000 in 1920, and 1.2 million by 1930 (Jones and Stokes 2007).

The Project site is located at 529 South Maple Avenue within the Central City Community Plan Area (CPA) of Los Angeles. The Central City CPA was the birthplace of Los Angeles in 1761, centered around the Plaza now known as El Pueblo de Los Angeles Historic Park, which includes Olvera Street. The small pueblo community experienced large scale growth in the late 1800's with the coming of the transcontinental railroads and the Central City CPA became the focal point of the region. The turn of the century brought an increasingly growing population giving impetus to the manufacturing, industrial, and commercial expansion within the City up to the early 1930's (Central City Community Plan Area 2009).

#### **4.3.4 Development of the Project site**

The building in the Project site has a current street address of 529 South Maple Avenue. The following historic addresses are also associated with the Project site through a review of historic maps and City records:

- APN 5148-018-015 – 527, 529, 531, 533, and 535 South Maple Avenue
- APN 5148-018-018 – 523 and 525 South Maple Avenue

URS requested historical Sanborn Fire Insurance maps from Environmental Data Resources (EDR) for the Project site and surrounding area. EDR provided maps for the years 1888, 1894, 1906, 1920, 1921, 1950, 1953, 1954, 1959, 1960, 1967, and 1970 (EDR 2010d).

##### ***1888 and 1894***

The Project site is depicted as three separate lots developed with residential dwellings and detached stables. The adjacent properties also appear to be residentially developed. Some commercial development is depicted to the north along East 5<sup>th</sup> Street and to the south along East 6<sup>th</sup> Street.

##### ***1906***

The Project site appears essentially the same as the 1888 and 1894 maps, except APN 5148-018-018 has been redeveloped with two, 2-story lodging/flats buildings labeled “The Huey.” An increase in commercial development is evident in the surrounding area.

##### ***1920 and 1921***

The Project site is depicted as developed with several structures; however, no details are provided. The surrounding area appears to be densely developed.

##### ***1950, 1953, and 1954***

APN 5148-018-018 remains developed with lodging/flats buildings, while APN 5148-018-015 has been developed with one large reinforced concrete auto parking garage with a basement level (which is the building presently used as the Downtown Mental Health Center). A note on the map indicates that this property was built in 1924. An automobile ramp to the roof is depicted in the northeast corner of the building and a ramp to the basement auto repairing area is depicted in the southeast corner of the building. An increase in change from residential to commercial development is evident in the surrounding area.

##### ***1959, 1960, and 1967***

The Project site appears essentially the same as the early 1950s maps, except no structures are depicted on APN 5148-018-018. The surrounding area appears essentially the same; except the lot adjacent to the west-southwest has been commercially developed by 1959 and in 1967 the lot adjacent to the north is undeveloped.

**1970**

The Project site appears essentially the same as the 1950-1954 Sanborn maps, with two lodging/flats buildings on APN 5148-018-018 and APN 5148-018-015 developed with a concrete auto parking garage. The property adjacent to the north appears undeveloped and surrounded by hotels and commercial businesses along East 5<sup>th</sup> Street. To the south are parking lots and then East 6<sup>th</sup> Street. Across South Maple Avenue to the east are a mix of parking lots and hotels.

There appears to be a discrepancy within APN 5148-018-018 from the 1959-1967 and 1970 Sanborn maps. The lodging/flats buildings that were originally depicted on the 1906 map are not depicted on the 1959-1967 Sanborn maps, but then are depicted again on the 1970 Sanborn map. These appear to be the same buildings and the discrepancy may be a typographical error and/or due to the quality of the map. Based on a review of all primary sources, this parcel was developed with the same buildings from at least 1906 through 1970.

**4.3.5 Historic City Directories**

City directories provide an indication of past activities, occupants, and uses of a property. Historical city directories were obtained from EDR for the years 1920 through 2006. In summary, based on a review of the city directories, APN 5148-018-015 has had numerous automobile-related uses since the 1920s. For example, the 1929, 1937, 1942, 195, 1967, and 1976 directories list tenants like W R Colwell & W W Morse, Ola C Pearl Hawley, Frank H Love, South Maple Service Garage, El Paso Los Angeles Limousine Express as operating garages and automobile repair businesses out of the property. According to the directories, APN 5148-018-018 was associated with the Huey Hotel from the 1920s through the 1950s, as well as a plumbing company (Independent Building Materials Company, Inc.) in 1962 and an individual named I.Layman who worked as a cook in 1929.

**4.3.6 Historic USGS Topographic Map and Historic Aerial Photographs**

The historic USGS 15-minute topographic quadrangle map of “Pasadena, California” and “Los Angeles, California” dated 1900, a USGS 60-minute topographic map of “Southern CA Sheet 1” dated 1901, a USGS 6-minute topographic map of “Los Angeles, California” dated 1928, and historic USGS 7.5-minute maps of “Los Angeles, California” dated 1953, 1966, 1972, 1981, and 1994 (photo revised from 1966), were obtained from EDR (EDR 2010c). Prior to 1902, the area is not depicted as developed, and by the 1928 through the 1994 maps, the area is shown as dense urban land.

Historic aerial photographs for the years of 1928, 1938, 1947, 1956, 1965, 1976, 1989, 1994, 2002, and 2005 were obtained from EDR and are accessible in (EDR 2010a). The Project site appears to be commercially developed; however, due to the quality and scale of the photographs it is difficult to discern specific details at the site. Residential and commercial development is evident in the surrounding vicinity. An increase in development is evident in the surrounding area through the years.

**4.3.7 Los Angeles Times**

Investigators conducted research in the Los Angeles Times archives between the years of 1881 to 1889, 1912 to 1945, and 1972 to present. Researchers identified an article that may be associated with the extant building in the Project site from when it was being constructed. On June 22, 1924, an article was published discussing plans for a “New Downtown District Garage,” and the eventual plans to construct an eight-story building on Maple Avenue, between 5<sup>th</sup> and 6<sup>th</sup> Streets. Metzler & Co. of California, operating managers of the United Mortgage and Loan Corporation, financed the project for William R. Morse and William W. Colwell. The article noted the building will occupy the entire ninety-foot lot on Maple Avenue with a depth of 165 feet and will be used as a garage, utilizing the basement and roof of a one-story building, representing a total of 42,000 square feet of space for storage purposes. The building would be designed and engineered to allow seven additional stories to be built at a later date, making it an eight-story building. According to the article, the building will be designed and constructed by the firm of John M. Cooper, Architect and Engineers, and was expected to cost \$60,000.



While the extant property at 529 South Maple Avenue was never constructed as an eight-story building, both Morse and Colwell were listed in the city directories in 1929 at 529 Maple Avenue (see 'Historic City Directories'); therefore, it is likely the article is referring to the Project site. The article refers to the property having a full basement and utilizing the roof for parking, which are two characteristics of 529 Maple Avenue. Of note, though, the square footage of the building listed in the article does not match the square footage of 529 Maple Avenue (which is 26,200 square feet). Also, the article was written before the garage was completed, so it is unknown if the building was constructed as it was planned (or was even constructed).

Of relevance is another article published October 12, 1924 which article details the recent 99-year lease of a property where a two-story garage will be located. Fred B. Nellumes of the W. Ross Campbell Company brokered the lease between the Sonoma Motor Sales Company (lessees) and the Title Insurance and Trust Company, representatives of the Maple Avenue Syndicate Company (lessor). At the time, the Sonoma Motor Sales Company was using a temporary space at 1145 S. Los Angeles Street, and specialized in Willys-Knight and Overland automobiles. The article states that the Sonoma Motor Sales Company will improve the property with the construction of a two-story class A building, which will house the firm's salerooms, repair shop and greasing and washing department, indoor and outdoor parking on the roof of the building. The article noted the cars will be driven on ramps to the roof, and the total square footage will be 27,000 square feet, with the building fronting both Maple and Wall Streets. The article predicts the construction to be complete by December 1, 1925.

The October 1924 article is most likely not referring to the extant garage at 529 South Maple Avenue, since the property never fronted Wall Street and is only one-story tall. The building in article does have a similar square footage as 529 South Maple Avenue, and also features rooftop parking accessed via ramp. This demonstrates how these types of parking garage were common and widespread during the early 1920s with several located in the vicinity of the Project site. Similar to the June 1924 article, this article was written before the garage was complete, so it is also unknown if the building was constructed as it was planned (or even constructed).

## **5.0 METHODOLOGY**

### **5.1 Records Searches**

Investigators conducted research at the South Central Coast Information Center (SCCIC), the City of Los Angeles Department of City Planning, the City of Los Angeles Public Library, and various online sources (e.g., USGS Historical Topographic Maps, etc.).

On October 10, 2013, a records search was conducted at the SCCIC at California State University, Fullerton, through the California Historical Resources Information System (CHRIS) cultural resources database for relevant previously recorded cultural resources and previous investigations completed for the Project site, and a 1/8-mile search radius. Information reviewed included location maps for previously recorded historic sites and isolates, site record forms and updates for cultural resources previously identified, previous investigation boundaries and National Archaeological Database (NADB) citations for associated reports, historic maps, and historic addresses. Also reviewed were the properties listed as LAHCM, California Points of Historical Interest (CPHIs), and/or California Historical Landmarks (CHLs), and/or listed on the California Historical Resources Inventory (CHRI), local registries of historic properties, CRHR, and/or NRHP.

In addition, the Caltrans Statewide Bridge Inventory of Local Agency and State Agency Bridges for Los Angeles County were reviewed to identify any additional previously recorded cultural resources within the Project site and 1/8-mile CHRIS search radius not reported by the SCCIC.



### 5.1.1 Previously Conducted Investigations

The SCCIC CHRIS search results identified no previously conducted cultural resources investigations within/of the Project site. Seven previous investigations (LA-4834, LA-4836, LA-8276, LA-9106, LA-11649, LA-12242, LA-12243) have been conducted within the 1/8-mile CHRIS search radius of the Project site. The SCCIC reported ten additional previous investigations located on the USGS 7.5-minute Los Angeles Quadrangle that are potentially located within a 1/8-mile radius of the Project site; however, these reports were not mapped by the SCCIC due to insufficient locational information available to the SCCIC.

Therefore, over the past 82 years, the urban area immediately surrounding the Project site has been investigated as part of at least seven and possibly 17 cultural resources investigations. Table 1 summarizes the investigations reported by the SCCIC.

**Table 1**  
**Previously Conducted Cultural Resources Investigations in the Project Site and Within the 1/8-Mile CHRIS Search Radius**

Investigation Number	Author	Year	Report Title	Results	Within Project Site?
LA-02815	King, Chester	1993	Native American Placenames in the Vicinity of the Pacific Pipeline Part 1: the Los Angeles Basin	Negative	No
LA-03511	Romani, John F.	1977	Assessment of the Archaeological Impact by the Development of the Waste Water Facilities Plan W.o. 31389	18 cultural resources	No
LA-03584	MacDonald, Lenora Johnson	1931	Our Pioneer Mother	Negative	No
LA-03773	Singer, Clay A.	1978	Preliminary Assessment of Potential Impacts and Evaluation of Cultural Resources Along Proposed Transit System Alignment Alternatives in the City of Los Angeles, Los Angeles, California	2 cultural resources	No
LA-04323	Hill, James N.	1985	Cultural Evolution in the Archaic/Mesolithic: a Research Design for the Los Angeles Basin	Negative	No
LA-04834	Ashkar, Shahira	1999	Cultural Resources Inventory Report for Williams Communications, Inc. Proposed Fiber Optic Cable System Installation Project, Los Angeles to Anaheim, Los Angeles and Orange Counties	3 cultural resources	No
LA-04836	Science Applications International Corporation	2000	Phase I Archaeological Survey Along Onshore Portions of the Global West Fiber Optic Cable Project	Negative	No
LA-07568	Bernor, Raymond L.	1978	Paleontological Resource Survey and Impact Evaluation for a Proposed Rapid Transit System in the City of Los Angeles, Los Angeles County, California	2 cultural resources	No
LA-07826	Shepard, Richard S.; Roger D. Mason	2001	Cultural Resources Records Search and Constraints Analysis Report: LAX/South (Orange County) High Speed Ground Access Study, Los Angeles and Orange Counties, California	9 cultural resources	No

**Table 1**  
**Previously Conducted Cultural Resources Investigations in the Project Site and Within the 1/8-Mile CHRIS Search Radius**

Investigation Number	Author	Year	Report Title	Results	Within Project Site?
LA-08276	Wood, Catherine M.	2007	Archaeological Survey Report for the James M. Wood Apartments Project Located at 408 E. 5 <sup>th</sup> Street and 506 S. San Julian Street Los Angeles, California	Negative	No
LA-09106	Bonner, Wayne H.	2007	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate SV 11069C (Abe Building), 533 South Los Angeles Street, Los Angeles Street, Los Angeles, Los Angeles County, California	10 cultural resources	No
LA-11484	Walker, E. F.; Eugene Robinson	None Provided	Partial List of Indian Village Sites in List [sic] Angeles County, with a few in Orange County. (Information from Eugene Robinson, Handwritten, in "Reconnaissance Sites 15F" loose-leaf notebook of Mr. E. F. Walker, Southwest Museum), Los Angeles, California	Negative	No
LA-11649	Kaplan, David; Pam O'Connor	2004	Evaluation of Proposed Demolition of Stationers Building, 525 South Spring Street, Stationers Annex, 523 South Spring Street on the Spring Street Financial Historic District	1 cultural resource	No
LA-11747	Sakai, Rodney	2006	Programmatic Agreement Compliance Report, Twenty-first Reporting Period, July 1, 2005-March 31, 2006	Negative	No
LA-11748	Sakai, Rodney	2003	Programmatic Agreement Compliance Report, Fifteenth Reporting Period, July 1-December 31, 2002	Negative	No
LA-12242	Grimes, Teresa	2013	Mitigation Report Charnock Block/Pershing Hotel	Negative	No
LA-12243	Grimes, Teresa	2013	Mitigation Report Roma Hotel	Negative	No
Source: South Central Coast Information Center, Records Search # 13416.0098, 2013.					

### 5.1.2 Previously Recorded Cultural Resources

The SCCIC CHRIS search results reported no previously recorded cultural resources within the Project site. Within the 1/8-mile CHRIS search radius, the SCCIC reported 33 previously recorded cultural resources. All of the previously recorded cultural resources were built environment resources, and no archaeological resources were identified in the search radius. Of the 33 resources reported by the SCCIC, 30 are considered significant historical resources for purposes of CEQA, since the resources are listed or have been determined eligible for listing to the NRHP or CRHR. Of these 30 significant historical resources, 8 are listed on the NRHP; 18 are listed on the CRHR; 1 is listed as a CPHI (CHPI-LAN-043), and 1 is listed on the LAHCM list (LAHCM-037). Several of the NRHP properties include historic districts with contributing resources (such as the Spring Street Financial District).

Information regarding the previously recorded cultural resources reported by the SCCIC and identified in supplementary research has been tabulated below in Table 2.

**Table 2**  
**Previously Recorded Cultural Resources in the Project Site and Within the 1/8-Mile CHRIS Search Radius**

<b>Resource Identifier</b>	<b>Description</b>	<b>Significance</b>	<b>Date Recorded and Recorded By</b>	<b>Within Project Site?</b>
NPS-05000774-0001	Historic Kerckhoff Building Annex located at 564 S Main St, Los Angeles	NRHP and CRHR Eligible (Assigned NRHP Status Code 1D)	2005, na	No
Property No. 175713	527 S San Julian St, Los Angeles	Not Eligible for NRHP (Assigned NRHP Status Code 6U)	2009, na	No
Property No. 178442	Historic Baltimore Hotel, Los Angeles, located at 501 S Los Angeles, Los Angeles	CRHR Eligible (Assigned NRHP Status Code 2D2)	2010, na	No
Property No. 178443	Historic G. M. Hoff Building, located 116 E Fifth St, Los Angeles	CRHR Eligible (Assigned NRHP Status Code 2D2)	2010, na	No
Property No. 178445	Historic 447 S Los Angeles St, Los Angeles	CRHR Eligible (Assigned NRHP Status Code 2D2)	2010, na	No
Property No. 178446	Historic 424 S Main St, Los Angeles	CRHR Eligible (Assigned NRHP Status Code 2S2)	2010, na	No
Property No. 184505	Historic Skid Rwo HD/ Hotel Russ located 521 S San Julian St, Los Angeles	CRHR Eligible (Assigned NRHP Status Code 2D2)	2010, na	No
Property No. 179856	Historic 448 S Main St, Los Angeles	Not Eligible for NRHP (Assigned NRHP Status Code 6Y)	2009, na	No
Property No. 179857	Historic 105 E Fifth St, Los Angeles	Not Eligible for NRHP (Assigned NRHP Status Code 6U)	2009, na	No
Property No. 020875; P-19-166950	Historic San Fernando Building, located 400-410 S Main St, Los Angeles	NRHP and CRHR Eligible (Assigned NRHP Status Code 1S, 2D3)	2001, na; 1986, na	No
NPS-09000180-0000; SPHI-LAN-043; P-19-166953	Historic Pacific Electric Building (Huntington Building), built in 1903-4 by the Pacific Electric Railway. It housed the headquarters of the Pacific Electric Railway. Located at 610 S Main St, Los Angeles	NRHP and CRHR Eligible (Assigned NRHP Status Code 1S, 3S, 7W, 7R, 7L)	2009, na; 2008, na; 1995, na; 1988, M. B. Lortle; 1982, L. J. Monteith; 1974, T. Sitton	No
NPS-00000387-9999; NPS-79000489-9999; P-19-166981	Historic Spring Street Financial District, 401 S Main St to 405-11 S Main St, Los Angeles. This district comprises 26 significant structures lining both sides of this thoroughfare	NRHP and CRHR Eligible (Assigned NRHP Status Code 1S, 3S)	1999, T. Grimes; 1979, K. C. Kaplan, D. Kaplan, P. O'Connor; 1977, T. Sitton	No
P-19-167031	Historic six-story building, King Edward Hotel, was constructed in 1906, located at 121 E Fifth Street, Los Angeles	CRHR Eligible (Assigned NRHP Status Code 2D2, 3S)	1976, D. Smith, T. Sitton	No
NPS-00000387-0032; NPS-86002098-0000; NPS-79000489-0018; P-19-167040	Historic Rowan Building located at 131 W Fifth St, Los Angeles	NRHP and CRHR Eligible (Assigned NRHP Status Code 1D, 2D3, 3S)	2001, na; 2000, na; 1986, na; 1983, na, 1979, na	No
NPS-80000809-0000; LAHCM-037; P-19-167278	Historic Fire Station 23, also known as Old Fire Station 23. Three-story building was dedicated in 1910, located at 225 E Fifth St, Los Angeles	NRHP and CRHR Eligible (Assigned NRHP Status Code 1S)	1979, M. Savko	No
NPS-00000387-0001; P-19-173205	Historic Farmers & Merchants Bank Security located at 401 S Main St, Los Angeles	NRHP and CRHR Eligible (Assigned NRHP Status Code 1D, 2S3, 3S)	2000, na; 1999, na	No

**Table 2**  
**Previously Recorded Cultural Resources in the Project Site and Within the 1/8-Mile CHRIS Search Radius**

<b>Resource Identifier</b>	<b>Description</b>	<b>Significance</b>	<b>Date Recorded and Recorded By</b>	<b>Within Project Site?</b>
P-19-173206	Historic I.W. Hellman Bank/ Security Pacific located at 405 S Main St, Los Angeles	CRHR Eligible (Assigned NRHP Status Code 2D3, 3S)	1999, na	No
P-19-173208	Historic Charnock Block/ Pershing Hotel located at 500 S Main St, Los Angeles	CRHR Eligible (Assigned NRHP Status Code 2S2, 2S3, 3S)	1995, na; 1994, na; 1988, na; 1983, na	No
NPS-05000774-9999; P-19-167036; P-19-173209	Historic Santa Fe Building and Annex, also known as the William G. Kerckhoff Building and Annex. Constructed in 1916 in the Beaux-Arts style, located at 558-64 S Main St, Los Angeles	NRHP and CRHR Eligible (Assigned NRHP Status Code 1S, 3S)	2005, T. Grimes	No
P-19-173210	Historic William G. Kerckhoff Building Annex located at 553 S Los Angeles St, Los Angeles	NRHP Eligible (Assigned NRHP Status Code 3S)	2010, na	No
P-19-173212	Historic six-story Main Mercantile Building, constructed in 1905, located at 620-628 S Main St, Los Angeles	NRHP Eligible (Assigned NRHP Status Code 3S)	1983, J. V. McNeil; 1983, R. Starzak, L. Heumann	No
P-19-173231	Historic New Hotel Rosslyn located 101 W Fifth St, Los Angeles	CRHR Eligible (Assigned NRHP Status Code 2D2, 3S)	2009, na	No
P-19-173232	Historic Hotel Rosslyn Annex located at 112 W Fifth St, Los Angeles	CRHR Eligible (Assigned NRHP Status Code 2D2, 3S7J)	2011, na; 2009, na	No
P-19-173259	Historic Mrs. Ida Workman's Furnished Rooms located at 212 Winston St, Los Angeles	Not Formally Evaluated (Assigned NRHP Status Code 7R)	Na	No
P-19-173536	Historic St. Vincent De Paul Transitional Housing located at 231 Winston St, Los Angeles	Not Eligible for NRHP (Assigned NRHP Status Code 6Y)	1989, na	No
P-19-173914	Historic Angelus Inn located 518 s San Julian St, Los Angeles	Not Eligible for NRHP (Assigned NRHP Status Code 6Y)	1991, na	No
P-19-174105	Historic Lee Bros./ Roma Hotel located at 508 S Main St, Los Angeles	Not Eligible for NRHP (Assigned NRHP Status Code 6X)	1988, na	No
P-19-174980	Historic Famous Hotel located at 530 S Main St, Los Angeles	Not Eligible for NRHP (Assigned NRHP Status Code 6Y)	1995, na; 1994, na	No
P-19-175550	Historic Russ Hotel located at 517 S San Julian St, Los Angeles	Not Eligible for NRHP (Assigned NRHP Status Code 6L)	1994, na	No
P-19-175849	Historic two-story commercial building, Genesis Hotel, constructed in 1915 as a, located at 452 S Main St, Los Angeles	Not Eligible for NRHP (Assigned NRHP Status Code 6U, 6Y)	2009, na; 2008, na; 1994, C. J. McAvoy	No
P-19-175850	Historic three-story commercial building, Sanborn Hotel, constructed in 1908, located at 526 S Main St, Los Angeles	Not Eligible for NRHP (Assigned NRHP Status Code 6Y)	1994, C. J. McAvoy	No
P-19-176415	Historic Leonide Hotel located 512 S Main St, Los Angeles	Not Eligible for NRHP (Assigned NRHP Status Code 6Y)	2005, na	No

Source: South Central Coast Information Center, Records Search # 13416.0098, 2013.

The closest previously recorded cultural resource is the Historic Fire Station 23, also known as Old Fire Station 23 (NPS-80000809-0000; LAHCM-037; P-19-167278). This cultural resource is located at 225 E. 5<sup>th</sup> Street, approximately 500 feet northeast of the Project site, and is listed on the NRHP, CRHR, and as a LAHCM. Fire Station 23 was originally recorded by M. Savko during a 1979 survey. The Fire Station 23 building is described as a three-story, utilitarian, rectangular reinforced concrete building with a basement. The Fire Station 23 building has an eclectic array of decorative elements composing its exterior style. The design of the façade of Fire Station 23 is divided into three major components, lower level arched entrance, middle flat window openings, and upper slant bay window and roof. The Fire Station 23 building was designed by Hudson and Munsell, dedicated in 1910.

In addition, within Project site and the ¼-mile search radius, there are no bridges listed in the Caltrans Statewide Bridge Inventory of Local Agency and State Agency Bridges for Los Angeles County that is listed on the NRHP (status designation 1), eligible for NRHP listing (status designation 2), or may be eligible for NRHP listing (status designation 3) (Caltrans 2007).

## 5.2 Field and Inventory Methods

All cultural resources work for the proposed Project has been conducted by personnel who meet the Secretary of Interior professional qualifications for Archaeology, History, and Architectural History, per 36 CFR Part 61. Cultural resources have been evaluated in accordance with CEQA Guidelines Section 15064.5(a)(2)-(3) using the criteria outlined in PRC Section 5024.1. The qualifications of the individuals contributing to this report are summarized in Section 9.0, Preparers' Qualifications.

On September 24, 2013, a field site survey of the Project site was conducted. As part of the survey, investigators were accompanied by County personnel, who were able to provide access and information regarding the property's use and alterations. Due to the property's use as a mental health facility, photographs were not allowed in certain interior spaces; however, access was provided and information regarding these spaces was provided by the County. Investigators took photographs and notes documenting the building's interior and exterior spaces, including the parking areas. Photographs from the survey are included in Appendix B.

## 6.0 DESCRIPTION OF CULTURAL RESOURCES

As a result of the field site survey, one cultural resource was identified in the Project site: the existing building and associated parking at 529 South Maple Avenue (referred to collectively as the 529 South Maple Avenue property). The following provides an architectural description and historical evaluation of the 529 South Maple Avenue property.

### 6.1 529 S. Maple Avenue Property Architectural Description

529 South Maple Avenue is comprised of two assessor parcel numbers (APNs): 5148-018-015 presently used as the Downtown Mental Health Center and 5148-018-018 an asphalt-surface parking lot adjacent to the building (to the north<sup>2</sup>). The parking lot has an attendant area behind a gate and guard booth.

The Downtown Mental Health Center is a former parking garage that was completely renovated between 1999 and 2000. The building is no longer primarily used as a parking garage and has been converted into

---

<sup>2</sup> In the majority of the Los Angeles Basin, numbered streets run west to east. In downtown Los Angeles, the orientation of streets are skewed, and numbered streets run northwest to southeast. In this report, for simplicity, the main cardinal directions that are locally used to orient downtown structures and landmarks are used for description of the Project site, building elevations, and orientation of other structures and uses in the vicinity of the Project site.



offices and administrative spaces used by the County of Los Angeles. However, the roof of the building is used for parking.

The building is one-story in height with a full basement and a flat roof that is used as a rooftop concrete deck parking lot. The façade, or east elevation, is defined by its five-bay garage door openings, and its masonry veneer exterior. The garage bays feature deep flat arches. The east garage bay is still used as a ramp to access the rooftop parking area and features flat arch portals and a board-formed concrete interior. The second garage bay from the south has been partially infilled with a metal door within a recessed entryway. The remaining garage bays feature storefront windows characterized by large thick aluminum mullions and muntins and tinted window glass, with the exception of the center bay which has a flush glass door inset into its window arrangement. All bays feature metal awnings that previously housed roll-up garage doors, and the two garage bays closest to the east elevation still feature their roll-up doors.

A masonry veneer beltcourse is also located immediately above the top of the garage bays, as well as a masonry corbelled cornice topped with a stucco parapet, beveled at the wall junctions. The parapet runs along all four elevations, and is stepped along the east elevation. The Maple Avenue façade has one public access point and one employee only access door to this facility.

The north elevation features the main public entrance to the building, located near the central portion of the elevation. The exterior features a stucco exterior with built-in planters located near the main entrance. The main entrance has a metal and steel surround, is recessed, and features wide stile glass doors. The main entrance has a corrugated metal awning. The eastern portion of the elevation features an exterior staircase. The western portion of the north elevation features two infilled bays that are no longer extant. Two metal exterior doors have been installed in a portion of this area. This elevation also features multiple patch repairs for cracked and spalled areas.

The south elevation is not visible due to the presence of an adjoining building to the south; however, there does not appear to be any stylistic details or fenestration. The west elevation is unadorned, and also has an infilled large bay coated in masonry and stucco. Like the north elevation, there were previously one to two windows near the north-west wall junction that are no longer extant and have been infilled. Near the southern portion of the west elevation are building scars from a building that was removed from the adjacent property, leaving exposed masonry and joint marks on 529 South Maple Avenue. The rooftop features parking and is accessed by the ramp off Maple Avenue. The rooftop has a non-historic metal gate running along the north, east, and west parapets. Pedestrian access from the roof deck is through the exterior staircase or a recently constructed elevator accessed through a penthouse entrance.

The building features few original or historic-period materials, stylistic details, fabric, or arrangement. The entire building was completely renovated and remodeled when the County of Los Angeles started using the property between 1999 and 2000. The basement is used for office and administrative purposes, and features a waffle chamber concrete ceiling with exposed mechanical equipment. The first floor is used primarily to treat patients and has vinyl flooring, drop tile ceilings, hollowed wooden core doors, and has been completely partitioned into large corridors lined with private offices, waiting areas, bathrooms, conference rooms, and other similar spaces. Nearly all interior and exterior doors have been replaced. Throughout the building are large concrete pilasters, formed with metal sheets that may be some of the only extant historic interior fabric. The interior no longer resembles any of its past uses, like a parking garage or automobile repair shop.

## **6.2 529 S. Maple Avenue Property Historic Significance Evaluation**

The historical significance of the 529 South Maple Avenue property was determined by applying the procedure and criteria for the CRHR and definition of a historical resources for purposes of CEQA (PRC Section 15064.5[a][4]). Upon review of the field site survey and historical research, due to extensive alterations and a lack of a specific association with historic events and people, the 529 South Maple Avenue property does not appear to be eligible for listing to the CRHR or considered a historical resource for purposes of CEQA.



### **6.2.1 CRHR Criterion 1**

The existing building does not appear to be associated with significant events that have had broad cultural, political, economic, or social value to Los Angeles. Although the property is associated with Los Angeles' relationship with the automobile and its transformation of the built environment, these types of parking garages were common throughout large downtown areas in the United States during the 1920s. As noted in William Kostura's 2010 historic context on automobile-related buildings, public garages were the 20<sup>th</sup> Century version of a livery stable. They had several uses for motorists, most obviously for overnight storage of their cars. Garages kept gasoline on the premises for the purpose of refueling their customers' cars. These structures also housed businesses that performed servicing of vehicles and light automotive repairs. Some garages were better equipped with machine shops and other equipment than others and could perform more complex repairs. They provided many more services than present-day parking garages, and the distinction between garages and auto repair shops sometimes became blurred. Some buildings that were built as garages later became repair shops; some buildings went back and forth between these two business types. Frequently, a building that looked like a garage from the outside actually had two businesses in it: a garage on one floor (usually the first), and an auto repair shop on the other. Some buildings were built with this dual use, and others were modified at an early date to allow them both (Kostura 2010).

Based on a review of historical directories, 529 South Maple Avenue was used as a parking garage and an automobile repair shop before its use as an office building (and before its current use as the Downtown Mental Health Center). As noted above, this was a very common property use in areas like Los Angeles and San Francisco. The current building which was built as a garage was not the first parking garage built in Los Angeles, and did not lead to the rise or growth of the automobile in Los Angeles or further development in downtown. Its construction and use are not important to the development of the neighborhood and would not be considered an important part of a significant trend in the area. As a result, the 529 South Maple Avenue property would not be eligible for the CRHR under Criterion 1, or as an LAHCM for its association with significant events.

### **6.2.2 CRHR Criterion 2**

The 529 South Maple Avenue property does not appear to be directly associated with significant people associated with the growth and development of Los Angeles. The property may have been developed by William R. Morse and William W. Colwell, or the Sonoma Motor Sales Company; however, the property does represent any contribution made by these people. They are not considered significant individuals or groups and simply owned and operated automobile related properties. Typically, a property is not eligible if its only justification for significance is that it was owned or used by a person who is a member of an identifiable profession, class, or social group. It must be shown that the person gained importance within his or her profession or group. Therefore, 529 South Maple Avenue would not be eligible for the CRHR under Criterion 2, or as an LAHCM for its association with significant people.

### **6.2.3 CRHR Criterion 3**

The 529 South Maple Avenue property in its current appearance and form does not significantly embody the distinctive characteristics of an engineering structure or architectural style, type, or period, or the work of a master architect, engineer, or designer. While the façade's arrangement is generally intact, major elements have been replaced including most of the garage bays and windows and doors. In addition, metal exterior doors have been added in certain areas, and several original exterior windows and doors have been infilled and removed. The 529 South Maple Avenue property still resembles a parking garage from the exterior; however, it lacks any distinguishing characteristics or features of a parking garage. There have been other alterations to the 529 South Maple Avenue property's exterior including mechanical and lighting improvements fastened to exterior surfaces, as well as the construction of an elevator shaft and penthouse. The interior of the 529 South Maple Avenue property retains virtually no historic fabric and materials, and is now used as an office and administrative office. The office space was most recently completely renovated in 1999 and 2000. Based on the limited information from the LA Times June 22, 1924 article, the garage may be associated with the firm John M. Cooper, Architect and Engineers. However, the evaluation did not result in

information that would confirm this potential association. Furthermore, there are other buildings that better represent this firm's contributions, including several Los Angeles theaters, like the Roxie and Wilshire Theater, and warehouses like the Sabiachi Company Factory, Chaffee Warehouse, Medford Chemical Company. Therefore, 529 South Maple Avenue would not be eligible for the CRHR under Criterion 3, or as an LAHCM for its association with significant design, construction, or master architect.

#### **6.2.4 CRHR Criterion 4**

Finally, research has provided no indication that the property has the potential to yield potentially important information and, therefore, would not be eligible for the CRHR under Criterion 4 or as an LAHCM.

#### **6.2.5 CRHR Historic Integrity**

In addition to meeting one of the above criteria, a property must also retain its historic integrity in order to be eligible for listing in the CRHR. The CRHR traditionally recognizes a property's historic integrity in a similar manner as the NRHP, through seven aspects or qualities: location, design, setting, materials, workmanship, feeling, and association. In order for a property to be eligible, it must retain some, if not most, of these seven aspects.

##### ***Location***

Location is defined as the place where the historic-period property was constructed or the place where the historic event took place. The 529 South Maple Avenue property has not been moved; therefore, it retains its integrity of location. However, no historic events are associated with the 529 South Maple Avenue property.

##### ***Design***

Design is defined as the composition of elements that constitute the form, plan, space, structure, and style of a property. Although the 529 South Maple Avenue property (constructed in 1924) has generally retained its original design, it has lost many of its key elements on both the exterior and interior, negatively affecting the integrity of design.

##### ***Setting***

Setting is defined as the physical environment of a historic-period property that illustrates the character of the place. The 529 South Maple Avenue property has retained its setting in downtown Los Angeles in a fully-developed urban environment.

##### ***Materials***

Materials are defined as the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. The 529 South Maple Avenue property does not retain a considerable amount of its materials integrity.

##### ***Workmanship***

Workmanship is defined as the physical evidence of the crafts of a particular culture or people during any given period of history. The 529 South Maple Avenue property does retain physical evidence of the crafts of a given period of history, since the exterior does retain some original materials and its form.

##### ***Feeling***

Feeling is defined as the quality that a historic-period property has in evoking the aesthetic or historic sense of a past period of time. Due to the loss of historic materials and its change of use, the 529 South Maple Avenue property no longer retains integrity of feeling for an early 20th Century parking garage.

##### ***Association***

Association is defined as the direct link between a property and the event or person for which the property is significant. No significant events or persons are associated with the 529 South Maple Avenue property; therefore, integrity of association is not applicable.

In summary, the 529 South Maple Avenue property does not retain its integrity of design, materials, feeling, or association.

## 7.0 CONCLUSIONS

The background research and field site survey efforts did not result in the identification of historical resources within the Project site. The 529 South Maple Avenue property is not eligible for listing to the CRHR or considered a historical resource for purposes of CEQA (per PRC Section 15064.5[a][4]).

In addition, when analyzing the proposed Project, there would be no significant impact to the 529 South Maple Avenue property. The proposed Project would primarily replace non-historic elements, such as the store-front windows and metal doors, repair and replace the stucco and masonry exterior in-kind to match the existing surface and materials, and apply waterproofing to protect the concrete roof deck. Other actions would not visible from a public vantage like replacing roof materials, or are considered minor or significant (e.g., install wheel stops to protect piping equipment, replacing lighting fixtures, replace vinyl flooring). In addition, updating the electrical, plumbing, and mechanical systems would not cause impacts to the property's remaining historic integrity. Ground disturbance for the proposed Project is very minimal, and would not impact native or undisturbed soils.

Therefore, pursuant to CEQA Guidelines Section 10564.5(A)(2)-(3) and the criteria outlined in PRC Section 5024.1, a determination of no impact to historical resources is anticipated for the proposed Project.

Although the inventory efforts were conducted in as thorough a manner as possible, the possibility always exists that previously unidentified archaeological resources could be discovered during project construction. Therefore, if an inadvertent discovery is made during implementation of the project, the County of Los Angeles would require the construction activities in the vicinity of the discovery to stop, and take all reasonable measures to avoid or minimize harm to the property until a determination can be made by a qualified archaeologist. It should be reiterated herein, however, that the inadvertent exposure of intact archaeological deposits is not anticipated, given the history of site development and soil deposition within the project area.

If the proposed Project's construction-related activities unearth potentially human bone, ground-disturbing activities in the area of the discovery would immediately be halted by the County of Los Angeles while a temporary construction exclusion zone surrounding the site is established to allow further examination and treatment of the find. The Los Angeles County Coroner's Office would be notified by the County Project Manager by telephone. By law, within two working days of being notified, the Coroner would determine whether the remains are subject to his or her authority. If the Coroner recognizes the remains to be Native American, he or she would contact the NAHC by telephone within 24 hours of the determination. The project would comply with the process in Public Resource Code 5097.98. The NAHC would then appoint a Most Likely Descendant of the human remains, and a burial treatment plan would be negotiated and implemented. The County would be responsible for restricting all construction activity from the immediate vicinity of the human remains until treatment is complete.

## 8.0 REFERENCES

- Arrington, C. and N. Sikes. 2006. *Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project State of California: Volumes I and II*. Prepared by SWCA, Las Vegas, NV. On file at the South Central Coastal Information Center, California State University Fullerton.
- Bean, L. J. and C. R. Smith. 1978. "Gabrielino." In *Handbook of North American Indians*, Vol. 8, California, edited by R.F. Heizer, pp. 538-549. Smithsonian Institution, Washington, D.C.
- Bonner, Wayne H. 2007. *Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate SV11069C (Abe Building), 533 South Los Angeles Street, Los Angeles, Los Angeles County, California*. Michael Brandman Associates, Irvine, California.
- California Department of Transportation (Caltrans). 2007. *Historic Bridge Inventory*. Electronic document, <http://www.dot.ca.gov/hq/structur/strmaint/historic.htm>, accessed October 29, 2013.
- California Department of Water Resources (CDWR). 1961. *Bulletin No. 104, Planned Utilization of the Ground Water Basins of the Coastal Plain of Los Angeles County, Ground Water Geology, Appendix A*.
- Central City Community Plan Area. 2009. *Central City Community Plan*. Los Angeles, California.
- City of Los Angeles Department of Building and Safety. 2013. *Property Activity Report*. Electronic document, <http://www.permitla.org/ipar/index.cfm>, accessed October 28, 2013.
- Environmental Data Resources, Inc. (EDR). 2010a. *The EDR Aerial Photo Decade Package, Inquiry Number 2856411.5*.
- Environmental Data Resources, Inc. (EDR). 2010b. *The EDR-City Directory Abstract, Inquiry Number 2856411.6*.
- Environmental Data Resources, Inc. (EDR). 2010c. *The EDR Historical Topographic Map Report, Inquiry Number 2856411.4*.
- Environmental Data Resources, Inc. (EDR). 2010d. *Certified Sanborn® Map Report, Inquiry Number 2856411.3*.
- Gabrielino-Tongva Tribe Los Angeles County. 2013. Electronic document, <http://www.gabrielinotribe.org/>, accessed October 25, 2013.
- Glenn, Brian K.. 2008. *Cultural Resources Assessment for the Triangle Specific Plan, City of Murrieta, Riverside County, California. Costa Mesa, CA*. MS on File, BonTerra Consulting, Costa Mesa, California.
- Goodwin, Riordan. 2011. *Archaeological Survey Report for the I-15/I-215 Interchange Improvement Project, Community of Devore, San Bernardino County, California*. MS on File, Caltrans District 8, San Bernardino, California, and the Archaeological Information Center, San Bernardino County Museum, Redlands, California, ASR.
- Johnson, Allen W. and Timothy Earle. 1987. *The Evolution of Human Societies: From Foraging Group to Agrarian State*. Stanford: Stanford University Press.
- Jones and Stokes. 2007. *Archaeological Survey Report for the James M. Wood Apartments Project Located at 408 E. 5th Street and 506 S. San Julian Street, Los Angeles, California*.
- Keller, Jean. 2007. *A Phase I Cultural Resources Assessment of Interra Jackson Avenue Property, APN 910-030-001 Thru 005, 007, Thru 009, 017, 018, 022, Thru 026, +- 13.67 Acres of Land in the City of Murrieta, Riverside County, California*. MS on File, Interra Development Partners, LLC., Temecula, California.
- Kostura, William. 2010. *Van Ness Auto Row Support Structures*. Department of City Planning, San Francisco, California.

- Kroeber, Alfred. 1925. *Handbook of the Indians of California*. Reprinted 1976. New York: Dover Publications, Inc.
- Los Angeles Times. 1924. *Articles from June 22, and October 12*. Available at: <http://databases.lapl.org/#1>, Accessed October 2013.
- Moratto, Michael. 1984. *California Archaeology*. Orlando: Academic Press.
- NETR Real Estate Research & Information (NETR). 2010. *Historical Chain of Title Report, Project No. N10-1897*.
- Norris, Robert M. and Webb, Robert W. 1990. *Geology of California, Second Edition*. New York: Wiley.
- Rogers, Malcolm J. 1939. *Early Lithic Industries of the Lower Basin of the Colorado River and Adjacent Desert Areas*. San Diego Museum Papers No. 3.
- Rogers, Malcolm J. 1966. *Ancient Hunters of the Far West*. R.F. Pourade, editor, San Diego: San Diego Union Publishing Company.
- United States Department of Agriculture (USDA). 1969. *Soil Conservation Services, Report and General Soils Map, Los Angeles County, California*.
- Wallace, William. 1955. "A Suggested Chronology for Southern California Coastal Archaeology." *Southwestern Journal of Anthropology* 11(3):214-230.
- Wallace, William. 1978. "Post-Pleistocene Archaeology, 9000 to 2000 B.C." In *Handbook of North American Indians*, Vol. 8: California (25-36). Robert F. Heizer, Editor., Washington, D.C.: Smithsonian Institution.
- Warren, Claude N. 1964. *Cultural Change and Continuity on the San Diego Coast*. Ph.D. Dissertation. Department of Anthropology, University of California, Los Angeles.
- Warren, Claude N. 1968. "Cultural Tradition and Ecological Adaptation on the Southern California Coast." In *Archaic Prehistory in the Western United States*, edited by Cynthia Irwin-Williams, Eastern New Mexico University Contributions in *Anthropology* No. 1 (1-14). Portales.

## **9.0 PREPARER'S QUALIFICATIONS**

Mr. Jeremy Hollins is a Senior Architectural Historian and has performed numerous historic evaluations, context studies, and determinations of eligibility and effect for a range of resources based on local, state, and National Register criteria and through technical reports, DPR 523 series forms, HABS reports, cultural landscape reports, historic structures reports, and resolution documents. He has a detailed knowledge of the laws and ordinances that affect historic properties, such as NHPA Section 106, NEPA, CEQA, Section 4(f), California Public Resources Code, State Historic Building Code, and the Secretary of Interior Standards for the Treatment of Historic Properties. He meets the Secretary of the Interior Standards for Architectural History and History (Appendix C).

Ms. Lauren Bridges, URS Corporation Archaeologist has 5 years of experience in archaeological research, fieldwork, and publication in the United States, Southeast, Midwest and Southwest. Ms. Bridges has special technical expertise in relation to compliance with Section 106 and 110 of the National Historic Preservation Act (NHPA), as well as compliance with State historic preservation and archaeological resources regulations under the California Environmental Quality Act (CEQA). She is registered as a professional archaeologist with the state of California and meets the Secretary of the Interior Standards for Archaeology (Appendix C).



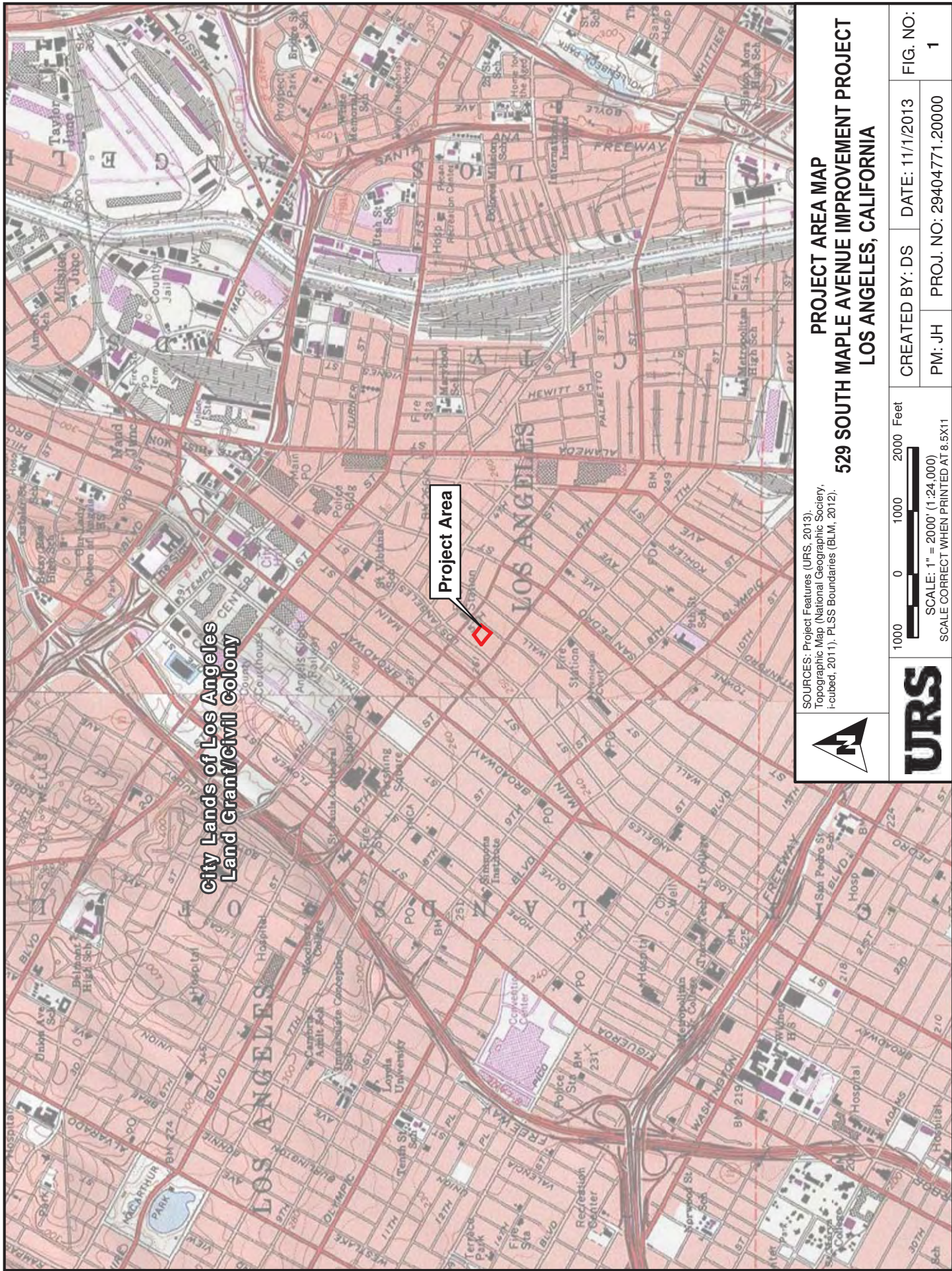
*This Page Intentionally Left Blank*

# **Appendix A**

## **Project Area Maps**

*This Page Intentionally Left Blank*





**PROJECT AREA MAP**  
**529 SOUTH MAPLE AVENUE IMPROVEMENT PROJECT**  
**LOS ANGELES, CALIFORNIA**

SOURCES: Project Features (URS, 2013).  
Topographic Map (National Geographic Society,  
I-cubed, 2011). PLSS Boundaries (BLM, 2012).



1000 0 1000 2000 Feet  
SCALE: 1" = 2000' (1:24,000)  
SCALE CORRECT WHEN PRINTED AT 8.5X11

CREATED BY: DS DATE: 11/1/2013 FIG. NO:  
PM: JH PROJ. NO: 29404771.20000 1





Path: G:\projects\1572940477\map.docx\map\ProjectArea\_Maple\_Ave.mxd, diana.smith, 11/1/2013, 9:43:16 AM

SOURCES: Project Features (URS, 2013).  
Aerial (Microsoft, 2010).



# PROJECT AREA MAP

## 529 SOUTH MAPLE AVENUE IMPROVEMENT PROJECT

### LOS ANGELES, CALIFORNIA

CREATED BY: DS	DATE: 11/1/2013	FIG. NO:
PM: JH	PROJ. NO: 29404771.20000	2

75 0 75 150 Feet  
SCALE: 1" = 150' (1:1,800)  
SCALE CORRECT WHEN PRINTED AT 8.5X11

#### LEGEND

 Project Area

## **Appendix B**

### **Project Site Photographs**



*This Page Intentionally Left Blank*



**Photograph #1**

**Comments:**  
Overview of  
Project area  
facade, east  
elevation, view to  
the northwest.



**Photograph #2**

**Comments:**  
Overview of west  
(rear) elevation,  
view to the east.



**Photograph #3**

**Comments:**

Overview of roof deck parking area, view to the northwest.



**Photograph #4**

**Comments:**

Overview of north elevation main entrance.



**Photograph #5**

**Comments:**  
Overview of visible exterior portion of east elevation, view to the west.



**Photograph #6**

**Comments:**  
Detail photograph demonstrating altered garage bays.



**Photograph #7**

**Comments:**  
Corbelled  
cornice, and  
parapet detail.



**Photograph #8**

**Comments:**  
Detail shot of  
typical building  
interior showing  
non-historic floor  
and wall finishes,  
new doors, and  
drop tile ceiling,  
located  
alongside  
original pillaster





**Photograph #9**

**Comments:**

Western portion of north elevation showing replaced bay with metal exterior doors.



**Photograph #10**

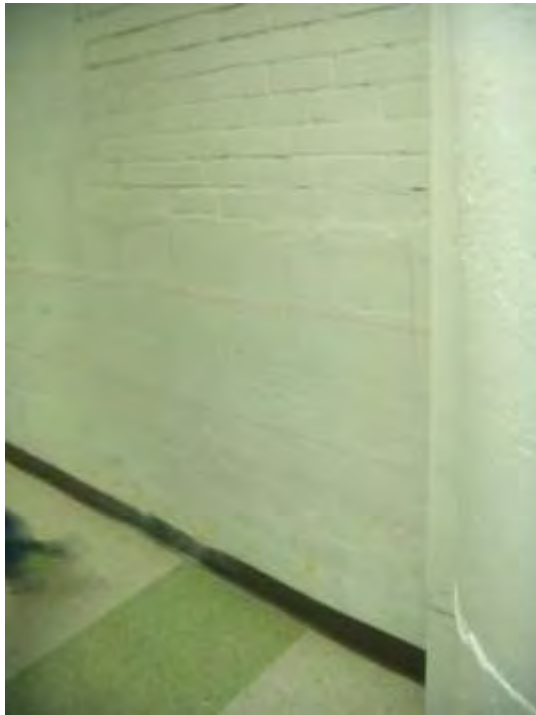
**Comments:**

Rooftop Parking Access Ramp detail.



**Photograph #11**

**Comments:**  
Eastern portion  
of north  
elevation.



**Photograph #12**

**Comments:**  
Interior detail of  
infilled bay with  
non-historic  
elements (vinyl  
flooring and  
baseboard)

## **Appendix C**

### **Preparers' Résumés**

*This Page Intentionally Left Blank*



## Jeremy Hollins, MA

*Senior Architectural Historian/ Architectural History Team Lead*

### Areas of Expertise

Vernacular Architecture  
19<sup>th</sup> – 20<sup>th</sup> century California  
Architecture  
Historic Preservation Treatments and  
Law  
Secretary of Interior Professional  
Qualification *Architectural History* (36  
CFR Part 61)

### Years of Experience

With URS: 7 years  
With Other Firms: 2 year

### Education

M.A./2005/University of San  
Diego/Public History  
B.A./2003/University of Rhode  
Island/ History [Environmental]

### Continuing Education

SRIF “Section 106: Principles and  
Practice,” 2006  
FEMA Institute Independent Study  
Course IS-00253 “Coordinating  
Environmental & Historic  
Preservation Compliance,” 2006  
FEMA Institute Independent Study  
Course IS-00650 “Building  
Partnerships in Tribal Communities,”  
2006  
Certificate Program, Urban Planning,  
UC San Diego Extension; In  
Completion  
Association of Environmental  
Professionals “Introductory and  
Advanced CEQA Workshop Series,”  
2005  
California Preservation Foundation  
Annual Conference, 2005

### Overview

Jeremy Hollins is a Secretary of Interior Professional Qualified Architectural Historian and Historian for URS’ San Diego office, as well as a Certified Project Manager. Since 2003, Mr. Hollins has performed numerous historic evaluations, context studies, and determinations of eligibility and effect for a range of resources based on local, state, and National Register criteria and through technical reports, DPR 523 series forms, HABS reports, cultural landscape reports, historic structures reports, and resolution documents. He has a detailed knowledge of the laws and ordinances which affect historic properties, such as Section 106 of the NHPA, CEQA, NEPA, Section 4(f), California Public Resources Code, State Historic Building Code, and the Secretary of Interior Standards for the Treatment of Historic Properties. Additionally, two academic journals have published Mr. Hollins’ work, and he was an adjunct instructor in ‘World Architectural History’ at the New School of Architecture before coming to URS in 2006.

### Project Experience

**Verizon Wireless, Telecommunication Projects – CA and NV.** Architectural History Task Manager on over 95 intensive architectural history field surveys in California and Nevada for telecommunication projects’ direct Areas of Potential Effect (APE) and viewshed (indirect APE). Projects completed as part of Section 106 of the NHPA and the FCC Programmatic Agreement with the California Office of Historic Preservation (OHP). Conducted and oversaw archival research, evaluated the projects’ APE for eligibility for listing in the NRHP and California Register of Historic Resources (CRHR), identified effects, completed appropriate DPR 523 forms, drafted the reports for submission to OHP, and provided technical editing expertise. Resources identified and evaluated have dated from the late nineteenth century to the recent past, were located in various settings (dense urban, suburban, rural, and industrial), and have included numerous property types such as residential and commercial buildings, churches, educational institutions, hospitals, water towers, windmills, farm and ranch landscapes, an oil refinery, and irrigation canals. Responsible for scoping, budget and tasks management, client/agency interaction, and submission of compliance materials (2008-Present)

**Brightsource Solar Energy, Rio Mesa Solar – Blythe, CA.** Oversaw architectural history field survey and archival research as architectural history task manager for a large solar project in the Colorado Desert (partially within BLM land) in accordance with Section 106 of the NHPA, NEPA and, CEQA. Oversaw architectural history field survey of project footprint, transmission line and substation locations, and half-mile buffer. Oversaw historic research and community consultation, and the recordation and evaluation of approximately 30 cultural resources, including historic-age transmission lines, canals and irrigation ditches, historic roads, mines, and borrow pits. (2011)





**FAA, San Francisco International Airport Runway Safety Area Program – San Francisco, CA.** Task manager for reconnaissance survey of the historic-age runways, taxiways, canal, and approach-lighting trestles within the project APE; evaluated the airport facilities pursuant to Section 106 of the NHPA, NEPA, and CEQA; assessed effects and impacts from the proposed undertaking; completed DPR 523 forms; and authored the Historic Architecture Survey Report. (2011)

**Los Angeles Unified School District, Alameda Transportation Relocation Project – Historical Architecture Assessment – Los Angeles, CA.** Oversaw a historic architecture assessment in accordance with CEQA and according to City of Los Angeles criteria for listing as a historical or cultural monument. Managed an intensive architectural history survey, archival research, and evaluation. Authored the letter report to assess the significance of the three mid-twentieth century light industrial buildings on the site and any project impacts according to CEQA. (2011)

**National Oceanic and Atmospheric Administration (NOAA), Integrated Water Resources Science and Services (IWRSS), University of Alabama Section 106 Compliance – Tuscaloosa, AL.** Leader of project planning and photo guidance for a desktop evaluation of eligibility and effect pursuant to Section 106 of the NHPA for buildings associated with the mid-nineteenth century Bryce Hospital (Alabama State Hospital for the Insane) NRHP-eligible historic district. Task manager for resolution of adverse effects and completing SHPO consultation regarding the necessary HABS standards. (2011)

**Caltrans and Alameda Corridor Transportation Authority, HAER, Level II, for the Commodore Schuyler F. Heim Bridge, Schuyler Heim Bridge Replacement and SR-47 Expansion Project – Long Beach, CA.** Managed HAER for Commodore Schuyler F. Heim Bridge, a 1948 steel vertical lift bridge eligible for listing in the NRHP, to fulfill NHRA Section 106 mitigation requirements. The study was completed consistent to the specific guidelines and requirements of the United States Department of Interior and Library of Congress for a Level II HAER and included written historical and descriptive data, 5-by-7” large-format photographs and negatives, and 4-by-5” large-format photographic copies of as-built drawings and negatives. Oversaw project planning (client meetings, site visits, access permits, contract and engagement with photographer), facilitated field work, archival research, report drafting and editing and archival processing. . Project required extensive FHWA, Caltrans, and Port of Los Angeles-Port of Long Beach coordination and consultation. Project was nominated for a URS Pyramid Award for Technical Excellence. (2010-2011)

**Caltrans and City of Santa Ana, Bristol Street HPSR and HRER, Phase 3 and Phase 4 – Santa Ana, CA.** Task manager for an intensive architectural history field survey of the direct APE and a reconnaissance survey of the indirect APE in accordance with the Programmatic Agreement between the FHA, the Advisory Council on Historic Preservation, the California OHP, and Caltrans. Managed archival research, wrote a historic context, evaluated the APE for eligibility for listing in the NRHP and the CRHR (or as historical resources for purposes of CEQA), recorded 66 resources (primarily early to mid-century residences in planned subdivisions) on the appropriate DPR 523 forms, and authored the HPSR and HRER. Adapted unique approach for recordation based on historic subdivisions and property types to facilitate and streamline compliance. (2010-2011)

**Caltrans and SANDAG, Lenwood Road HPSR, ASR, and HRER – Barstow, CA.** Task manager for cultural resources studies, and preparation of HPSR, ASR, and HRER. Oversaw archival research, historic context, evaluated the project APE for eligibility for listing in the NRHP and the CRHR (or as historical resources for purposes of CEQA), recorded forty-one resources (Historic Route 66-related commercial buildings and single-family residences) on the appropriate DPR 523 forms, and drafted the Historic Resources Evaluation Reports and Historic Properties Survey Reports. (2009-2011)



**Pio Pico Energy Center, LLC, Pio Pico Energy Center, Otay Mesa – San Diego County, CA.** Supervised an intensive architectural history field survey of the project survey area in accordance with CEQA and CEC guidelines. Oversaw archival research, evaluated the project APE for eligibility for listing in the CRHR or as a historical resource for purposes of CEQA, recorded two new resources (circa 1909 ranch complex and 1960 ranch-style residence) and re-recorded a third (historic road) on the appropriate DPR 523 forms, and drafted the architectural history portion of the cultural resources technical report for submission to the CEC. (2010-2011)

**Caltrans and Riverside County Transportation Department, Clay Street Grade Separation Project – County of Riverside, CA.** Task manager for cultural resources studies, and preparation of HPSR, ASR, and HRER. Oversaw archival research, historic context, evaluated the project APE for eligibility for listing in the NRHP and the CRHR (or as historical resources for purposes of CEQA), recorded 5 resources on the appropriate DPR 523 forms, and drafted the Historic Resources Evaluation Report and Historic Properties Survey Reports. (2010)

**United States Postal Service, USPS San Diego Midway Processing and Distribution Facility Property – San Diego, CA.** Oversaw NRHP eligibility (including Criterion Consideration G) and effects for NHPA Section 106 compliance for the proposed disposition of the USPS San Diego Midway Processing and Distribution Facility property, which contained a large 1972 Brutalism and New Formalism-style building. Supervised a records search, Native American consultation, historic research, evaluation, integrity analysis, assessment of adverse effects, and drafting of report. (2010)

**Apex Energy Group, Pio Pico Energy Center – Chula Vista, CA.** Oversaw an intensive architectural history field survey of the project's APE in accordance with CEQA and the CEC guidelines. Supervised archival research, evaluated the project APE for eligibility for listing in the CRHR or as a historical resource for purposes of CEQA, recorded three resources (1897 reservoir and 1919 dam, late-1950s public park facilities, and early twentieth-century livestock pens) on the appropriate DPR 523 forms, and drafted the architectural history portion of the cultural resources technical report for submission to the CEC. (2009-2010)

**Tessera Solar, Imperial Valley Solar (formerly Solar II) – El Centro, CA.** Supervised archival research and compiled findings regarding Juan Bautista de Anza National Historic Trail and historic gravel mines in the project APE and vicinity pursuant to Section 106 of the NHPA, NEPA, and CEQA. Input archaeological field data to DPR 523 form database. (2009)

**Naval Air Facility El Centro Fire Station – El Centro, CA.** Task manager for background research to evaluate eligibility of historic-age utilitarian industrial buildings at Naval Air Facility El Centro. Manager and oversaw the evaluation and architectural history description for technical report for fire station project. (2011)

**California High Speed Rail Authority, High Speed Train – Sylmar to Palmdale, CA.** Task manager for field reconnaissance data analysis, records search review, and cultural resource location map revisions pursuant to Section 106 of the NHPA and CEQA. (2009)

**Clay Street Grade Separation, Riverside County Transportation Department, Riverside County, CA.** *Cultural Resources Task Manager (URS Corporation)* Performed Section 106 Compliance Study for Riverside County Transportation Department for the at-grade crossing of Clay Street with the Union Pacific Railroad. Prepared HPSR, ASR, and DPR 523 series forms for project per Caltrans/FHWA guidelines. Developed historic context and performed determination of eligibility, analysis of integrity, and identification of effect. (2010)



**Westside Extension Cultural Resources Technical Report and Historic Survey Report, Los Angeles County Metropolitan Transportation Authority (Metro), Los Angeles, West Hollywood, Beverly Hills, Santa Monica, and the County of Los Angeles, CA.** *Architectural History Task Leader (URS Corporation)* Led architectural history tasks for the Los Angeles Metro Westside Extension project, which involved the planning and design of a heavy-rail subway connecting City of Los Angeles, West Hollywood, Beverly Hills, Santa Monica, and the County of Los Angeles. Responsibilities include Metro, FTA, and SHPO coordination/meetings; authoring project Programmatic Agreement; organizing field survey activities and background research; and authoring the Section 106 of the NHPA, NEPA, and CEQA technical studies. Field survey activities and background research required development of project-specific field survey forms, photograph protocols, architectural style guide, APE map delineation, stakeholder consultation, historic context development, primary and secondary source research, and impact analysis. In total, the project identified and evaluated a total of 91 NRHP-listed, -eligible, or contributing resources, and over 200 non-significant historic-period properties. (2009-2010)

**NHPA Section 106 Compliance for ARRA Projects Undertaken by National Railroad Passenger Corporation (Amtrak). CA, WA, NM.** *Architectural Historian (URS Corporation)* West Coast lead for California, Oregon, Washington, and New Mexico National Historic Preservation Act Section 106 consultation and State Historic Preservation Office (SHPO) coordination regarding Amtrak's receipt of \$1.3 billion in American Recovery and Reinvestment Act (ARRA) funds under an expedited timeline for receive ARRA funding. Responsibilities included field assessments/built environment surveys with engineering teams; development of design guidelines per project based on the Secretary of the Interior's Standards for Rehabilitation; and completion of Section 106 compliance materials (letter reports). Project required extensive coordination with SHPOs (e.g., CA, WA, and NM). SHPOs to ensure Section 106 concurrence (No Adverse Effect to Historic Properties) was received in less than 30 days for each project. In total, project involved alterations and additions to nearly 7 NRHP-eligible and -listed properties (e.g., Los Angeles Union Station). Project was nominated for a URS Pyramid Award for Innovation. (2009-2010)

**California High-Speed Train Project EIR/EIS-Los Angeles to Palmdale Segment, California High-Speed Rail Authority, Los Angeles County, CA.** *Architectural History Task Leader (URS Corporation)* Led architectural history tasks for the CA High Speed Train Palmdale to Los Angeles Union Station. Responsibilities include sub-consultant management; organizing field survey activities and background research; and authoring the technical reports and EIR/EIS sections. Field survey activities and background research required development of project-specific field survey forms, photograph protocols, architectural style guide, APE map delineation, stakeholder consultation, historic context development, primary and secondary source research, and impact analysis. (2009-Present)



## Lauren A. Bridges

*Archaeologist*

### Areas of Expertise

Archaeological Assessments  
Literature Searches and Archival  
Research  
Database Organization  
Project Coordination  
Archaeological Monitoring

### Years of Experience

With URS: 2 Years  
With Other Firms: 3 Years

### Education

BA, Archaeology, Sewanee: The  
University of the South, Sewanee,  
2007  
MA, Historical Archaeology, Illinois  
State University, Normal,  
2011

---

### Overview

Ms. Bridges has been an archaeologist, creator of cultural resources data organization and tracking systems, and assistant in various projects with 4 years of cultural resources management experience. She has performed cultural fieldwork in a variety of settings in Tennessee, Illinois and Southern California. Ms. Bridges specializes in historic periods and has technical skills in ceramic analysis, artifact curation and database organization.

Ms. Bridges has conducted cultural resources literature searches, historic/archival research, archaeological field surveys for CEQA and NEPA compliance, archaeological excavations, site recordation and mapping, assisted in both laboratory and field testing and data recovery procedures, has prepared archaeological collections for curation, and has coordinated with local tribal entities. She has her Bachelor's degree in Archaeology from Sewanee: The University of the South, Sewanee. She has her Master's degree in Historical Archaeology from Illinois State University, Normal.

### Project Specific Experience

**California High Speed Rail Authority, High Speed Train, Palmdale to Los Angeles Union Station Segment EIR/EIS and Technical Report – Los Angeles County, CA. 2012-Ongoing.** Conducted research for the various associated reports for the Palmdale to Los Angeles Section of the California High Speed Train project pursuant to CEQA and NHPA. Archaeological assessment and drafting cultural sections of compliance documents.

**BrightSource Energy – Rio Mesa Solar Energy Project, Riverside County, CA. Prehistoric/Historic Cultural Resources Assessment, 2012-2013.** Post-processing data management and organization, project assistance, prepared responses to data requests. Prepared responses to data requests and reviewer comments for the cultural resources section of the Technical Report.

**BrightSource Energy – Sonoran West Solar Energy Project, Riverside County, CA. Prehistoric/Historic Cultural Resources Assessment, 2013-2013.** Background literature and archival research, development of cultural database and tracking systems, post-processing data management, field and office coordination, project assistance, preparation of DPR 523 series forms, Quality Control/Quality Assurance of archaeological field data.



**Bristol Street Widening Project, Phases 3 and 4, City of Santa Ana Public Works Agency, Santa Ana, CA.** Supported Section 106 Compliance Study for the City of Santa Ana Public Works Agency for the roadway widening at Bristol Street from Civic Center Drive and Seventeenth Street and from Warner Avenue to Saint Andrew Place; Assisted in drafting an independent technical review of the final report in compliance with Caltrans/FHWA guidelines.

**Clay Street Grade Separation, Riverside County Transportation Department, Riverside County, CA.** Supported Section 106 Compliance Study for Riverside County Transportation Department for the at-grade crossing of Clay Street with the Union Pacific Railroad. Assisted in drafting technical review of the final report and supervised archaeological fieldwork and team was in compliance with Caltrans/FHWA guidelines.

**Sunsets Cliffs Natural Park Hillside Section Improvements Project, San Diego, CA, 2013. Cultural Resources Archaeological Assessment.** Records search coordination, assisting with letter report writing.

**BrightSource Energy, Inc., Siberia Electric Generating Facility, Cultural Resources Class I Inventories, 2012.** Background literature and archival research, development of cultural database and tracking systems, post-processing data management, field and office coordination, project assistance, preparation of DPR 523 series forms, Quality Control/Quality Assurance of archaeological field data.

**Los Angeles World Airports, Northside Plan Update EIR –Los Angeles International Airport, CA. 2012.** Prepared responses to data requests and reviewer comments for the cultural resources section of the EIR for the Northside Plan Update.

**Illinois State Archaeological Survey, Champaign, IL.** *Assistant to the Historical Archaeologist, Field Tech*, IDOT Archaeological survey and monitoring, Phase I Cultural Resource Investigation and Laboratory work, Phase II Archaeological Testing and Evaluation of Significance (Prehistoric/Historic).

**Research Assistant, Normal, IL.** *Spanish Conquest and Colonialism, 15<sup>th</sup>-20<sup>th</sup> Centuries*, Archival Research, Digitization and Inventory of Data and Ceramic Curation

**Field School, Greenville, TN.** *ISU Field School in Historical Archaeology: Cherokee Towns in the Time of Spanish Contact*, Phase III Archaeological Testing and Excavation, Archaeological Assessment and Evaluation of Significance, Tribal Coordination

**Fernbank Museum of Natural History, Atlanta, GA.** *Fernbank Ultimate Naturalist Education Intern*, Develop Curriculum for Museum Educators, Train and Supervise Educators and Volunteers

**Pinson Mounds State Archaeological Park, Pinson, TN.** *Seasonal Interpretive Ranger* (Prehistoric/Historic), Develop and Facilitate Educational Programs, Archival Research, Walking Survey

### **Professional Societies/Affiliates**

- Member, Register of Professional Archaeologists
- Member, Society for Historical Archaeology

### **Publications and Presentations**

Bridges, Lauren and Holly Brookens, 2011, *Commodities and Communities: Constructing Identities at Cacao, Indigo, and Sugar Production sites in the Early Republican Period of El Salvador*. Paper presented at the Boundaries and Crossroads in Action: Global Perspectives in Historical Archaeology, Society for Historical Archaeology Conference, Austin, Texas.

2008 *ITARP Annual Report*. Illinois Department of Transportation and Illinois Transportation Archaeological Research Program, University of Illinois, Urbana- Champaign.



## **APPENDIX B**

### **PUBLIC NOTICING & COMMENTS RECEIVED**

<b><u>Sub-Appendix</u></b>	<b><u>Description</u></b>
<b>B1</b>	<b>Notice of Intent to Adopt a Mitigated Negative Declaration</b>
<b>B2</b>	<b>State Clearinghouse Correspondence</b>
<b>B3</b>	<b>Comments Received</b>

*This Page Intentionally Left Blank*

## **APPENDIX B**

### **PUBLIC NOTICING & COMMENTS RECEIVED**

#### **Sub-Appendix B1**

#### **Notice of Intent to Adopt a Mitigated Negative Declaration**

*This Page Intentionally Left Blank*



WILLIAM T FUJIOKA  
Chief Executive Officer

County of Los Angeles  
**CHIEF EXECUTIVE OFFICE**  
Real Estate Division

222 South Hill Street, 3<sup>rd</sup> Floor, Los Angeles, California 90012  
(213) 974-4300  
<http://ceo.lacounty.gov>

ORIGINAL FILED

JAN 14 2014

LOS ANGELES, COUNTY CLERK

Board of Supervisors  
GLORIA MOLINA  
First District

MARK RIDLEY-THOMAS  
Second District

ZEV YAROSLAVSKY  
Third District

DON KNABE  
Fourth District

MICHAEL D. ANTONOVICH  
Fifth District

January 14, 2014

TO ALL INTERESTED AGENCIES, ORGANIZATIONS AND PERSONS:

**529 SOUTH MAPLE AVENUE PROJECT – NOTICE OF INTENT TO ADOPT A MITIGATED  
NEGATIVE DECLARATION**

Pursuant to the State of California Public Resources Code and Article 7 of the California Environmental Quality Act (CEQA), as amended, this notice is to inform the general public and County residents that the County of Los Angeles Chief Executive Office has prepared an Initial Study/Proposed Mitigated Negative Declaration for the project described below.

**PROJECT DESCRIPTION:** The County desires to purchase the property located at 529 S. Maple Avenue (and adjacent parking at 525 S. Maple Avenue) for long-term continuation of its current use as the Los Angeles County Department of Mental Health Downtown Mental Health Center and offices, and do some improvements (the "Project"). The property consists of an approximately 25,000 square foot building and 46 parking spaces. The proposed Project would involve the majority of recommended improvements as outlined in the 2010 Building Evaluation Report completed for the existing building and the August 2013 Existing Condition Inspection Report. The proposed Project does not include demolition of the building or major modifications of existing Project site structures or construction of new facilities at the Project site. The proposed Project would include structural and seismic improvements, architectural improvements, off-street parking improvements, and abatement of asbestos, lead based paint, and mold. Structural and seismic improvements include reinforcing unreinforced masonry, shoring up spalled and cracked concrete, and anchor of rooftop equipment. Architectural improvements include repainting stucco, replacing the roof, waterproofing the rooftop, replacing some interior doors, lighting fixtures, and carpeting, and upgrading a restroom. Abatement of asbestos, lead based paint, and mold would be conducted per regulatory requirements for workplace safety. Construction of the proposed Project is estimated to last approximately fourteen months. Mitigation measures implemented during hazardous materials abatement activities will render no significant effect on the environment.

**PROJECT LOCATION:** 529 South Maple Avenue, Los Angeles, CA 90015, between 5<sup>th</sup> and 6<sup>th</sup> Streets. The Assessor Parcel Numbers are 5148-018-015 and 5148-018-018. The Project site is located in downtown Los Angeles. It is approximately 0.51 acres and is east of the Historic Core district of the City of Los Angeles. The Project site is surrounded by commercial, public, and light industrial uses.

**PUBLIC REVIEW PERIOD:** The public review and comments period for the proposed Mitigated Negative Declaration will be from **January 14 to February 12, 2014**. Copies of the document and references therein, are available at the following location:

- County of Los Angeles, Chief Executive Office, 222 S. Hill Street, 3<sup>rd</sup> Floor, Los Angeles, CA 90012.

The Mitigated Negative Declaration is also available for review in electronic format by contacting Carol Botdorf at (213) 974-4161.

All comments must be submitted in writing no later than **5:00 PM on February 12, 2014**, by mailing to Carol Botdorf, Principal Real Property Agent, County of Los Angeles Chief Executive I Street, 3<sup>rd</sup> Floor, Los Angeles, CA 90012. For further information, contact Carol Botdorf at (213) 974-4161.

*"To Enrich Lives Through Effective And Caring Service"*  
**Please Conserve Paper – This Document and Copies are Two-Sided  
Intra-County Correspondence Sent Electronically Only**



*This Page Intentionally Left Blank*

## **APPENDIX B**

### **PUBLIC NOTICING & COMMENTS RECEIVED**

#### **Sub-Appendix B2**

#### **State Clearinghouse Correspondence**

*This Page Intentionally Left Blank*



Edmund G. Brown Jr.  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Ken Alex  
Director

February 13, 2014

Carol Botdorf  
Los Angeles County  
222 South Hill Street, 3rd Floor  
Los Angeles, CA 90012

Subject: 529 South Maple Avenue Project  
SCH#: 2014011032

Dear Carol Botdorf:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on February 12, 2014, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Enclosures

cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044  
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

## Document Details Report State Clearinghouse Data Base

**SCH#** 2014011032  
**Project Title** 529 South Maple Avenue Project  
**Lead Agency** Los Angeles County

---

**Type** **MND** Mitigated Negative Declaration

**Description** The County desires to purchase the property located at 529 S. Maple Avenue (and adjacent parking at 525 S. Maple Avenue) for long-term continuation of its current use as the Los Angeles County Department of Mental Health Downtown Mental Health Center and offices, and do some improvements (the "Project"). The property consists of an approximately 25,000 sf building and 46 parking spaces. The proposed Project would involve the majority of recommended improvements as outlines in the 2010 Building Evaluation Report completed for the existing building and the August 2013 Existing Condition Inspection Report. The proposed Project does not include demolition of the building or major modifications of existing Project site structures or construction of new facilities at the project site. The proposed Project would include structural and seismic improvements, architectural improvements, off-street parking improvements, and abatement of asbestos, lead based paint, and mold. Structural and seismic improvements include reinforcing unreinforced masonry, shoring up spalled and cracked concrete, and anchor of rooftop equipment. Architectural improvements include repainting stucco, replacing the roof, waterproofing the rooftop, replacing some interior doors, lighting fixtures, and carpeting, and upgrading a restroom. Abatement of asbestos, lead based paint and mold would be conducted per regulatory requirements for workplace safety. Construction of the proposed Project is estimated to last approximately fourteen months. Mitigation measures implemented during hazardous materials abatement activities will render no significant effect on the environment.

---

### Lead Agency Contact

<b>Name</b>	Carol Botdorf	
<b>Agency</b>	Los Angeles County	
<b>Phone</b>	(213) 974-6461	<b>Fax</b>
<b>email</b>		
<b>Address</b>	222 South Hill Street, 3rd Floor	
<b>City</b>	Los Angeles	<b>State</b> CA <b>Zip</b> 90012

---

### Project Location

<b>County</b>	Los Angeles		
<b>City</b>	Los Angeles, City of		
<b>Region</b>			
<b>Lat / Long</b>	34° 2' 41" N / 118° 14' 51" W		
<b>Cross Streets</b>	Maple Avenue between 5th and 6th Streets		
<b>Parcel No.</b>	5148-018-015; 5148-018-018		
<b>Township</b>		<b>Range</b>	<b>Section</b>
			<b>Base</b>

---

### Proximity to:

<b>Highways</b>	I-5, 10, 110; SR 60; US 101
<b>Airports</b>	No
<b>Railways</b>	Various
<b>Waterways</b>	LA River
<b>Schools</b>	Various
<b>Land Use</b>	High Medium Residential - [Q]R5-2D

---

**Project Issues** Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects

**Document Details Report  
State Clearinghouse Data Base**

---

<b>Reviewing Agencies</b>	Resources Agency; Department of Conservation; Department of Fish and Wildlife, Region 5; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 7; Air Resources Board; Department of Toxic Substances Control; Native American Heritage Commission; Statewide Health Planning; Other Agency(ies)
-------------------------------	--

---

<b>Date Received</b>	01/14/2014	<b>Start of Review</b>	01/14/2014	<b>End of Review</b>	02/12/2014
----------------------	------------	------------------------	------------	----------------------	------------



**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, TRANSPORTATION PLANNING

IGR/CEQA BRANCH

100 MAIN STREET, MS # 16

LOS ANGELES, CA 90012-3606

PHONE: (213) 897-9140

FAX: (213) 897-1337

*Flex your power!  
Be energy efficient!*

January 24, 2014

C10012  
02/12/14  
E**RECEIVED**

JAN 28 2014

**STATE CLEARING HOUSE**

Ms. Carol Botdorf  
County of Los Angeles  
Chief Executive Office  
Real Estate Division  
222 South Hill Street, 3<sup>rd</sup> Floor  
Los Angeles, CA 90015

IGR/CEQA No. 140129AL-MND  
529 South Maple Avenue Project  
Vic. LA-110, LA-101, LA-10, LA-5 Downtown  
SCH #: 2014011032

Dear Ms. Botdorf:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The County desires to purchase the property located at 529 S. Maple Avenue for long-term continuation of its current use as the Los Angeles County Department of Mental Health Downtown Mental Health Center and offices and do some improvements.

The increased number of trucks would be spread over the 14-month construction period, and it is anticipated that no more than two haul trucks would be used in one single day. Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans. It is recommended that large size truck trips be limited to off-peak commute periods.

Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that projects should be designed to discharge clean run-off water.

If you have any questions, please feel free to contact Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 140129AL.

Sincerely,

DIANNA WATSON  
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

## **APPENDIX B**

### **PUBLIC NOTICING & COMMENTS RECEIVED**

#### **Sub-Appendix B3**

#### **Comments Received**

*This Page Intentionally Left Blank*

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, TRANSPORTATION PLANNING

IGR/CEQA BRANCH

100 MAIN STREET, MS # 16

LOS ANGELES, CA 90012-3606

PHONE: (213) 897-9140

FAX: (213) 897-1337

*Flex your power!  
Be energy efficient!*

January 24, 2014

Ms. Carol Botdorf  
County of Los Angeles  
Chief Executive Office  
Real Estate Division  
222 South Hill Street, 3<sup>rd</sup> Floor  
Los Angeles, CA 90015

IGR/CEQA No. 140129AL-MND  
529 South Maple Avenue Project  
Vic. LA-110, LA-101, LA-10, LA-5 Downtown  
SCH #: 2014011032

Dear Ms. Botdorf:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The County desires to purchase the property located at 529 S. Maple Avenue for long-term continuation of its current use as the Los Angeles County Department of Mental Health Downtown Mental Health Center and offices and do some improvements.

The increased number of trucks would be spread over the 14-month construction period, and it is anticipated that no more than two haul trucks would be used in one single day. Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans. It is recommended that large size truck trips be limited to off-peak commute periods.

Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that projects should be designed to discharge clean run-off water.

If you have any questions, please feel free to contact Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 140129AL.

Sincerely,

A handwritten signature in cursive script that reads "Dianna Watson".

DIANNA WATSON  
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

*This Page Intentionally Left Blank*

## **APPENDIX C**

### **MITIGATION MONITORING & REPORTING PROGRAM (MMRP)**



*This Page Intentionally Left Blank*

## 1.0 INTRODUCTION

The California Environmental Quality Act (CEQA) requires that when a public agency completes an environmental document, which includes measures to mitigate or avoid significant environmental effects, the public agency must adopt a reporting or monitoring program. This requirement ensures that environmental impacts found to be significant will be mitigated. The reporting or monitoring program must be designed to ensure compliance during project implementation (Public Resources Code 21081.6).

In compliance with Public Resources Code Section 21081.6, the Mitigation Monitoring and Reporting Program (MMRP, Table C-1), has been prepared for the 529 S. Maple Avenue Project (proposed Project). This MMRP is intended to provide verification that all applicable Conditions of Approval relative to significant environmental impacts are monitored and reported. Monitoring will include: 1) verification that each mitigation measure has been implemented; 2) recordation of the actions taken to implement each mitigation; and 3) retention of records in the Project file.

This MMRP delineates responsibilities for monitoring the proposed Project, but also allows the County of Los Angeles flexibility and discretion in determining how best to monitor implementation. Monitoring procedures will vary according to the type of mitigation measure. Adequate monitoring consists of demonstrating that monitoring procedures took place and that mitigation measures were implemented. This includes the review of all monitoring reports, enforcement actions, and document disposition, unless otherwise noted in the MMRP. If an adopted mitigation measure is not being properly implemented, the designated monitoring personnel shall require corrective actions to ensure adequate implementation.

Reporting consists of establishing a record that a mitigation measure is being implemented, and generally involves the following steps:

- The County of Los Angeles distributes reporting forms to the appropriate entities for verification of compliance.
- Departments/agencies with reporting responsibilities will review the IS/MND, which provides general background information on the reasons for including specified mitigation measures.
- Problems or exceptions to compliance will be addressed to the County of Los Angeles as appropriate.
- Periodic meetings may be held during project implementation to report on compliance of mitigation measures.
- Responsible parties provide the County of Los Angeles with verification that monitoring has been and ensure, as applicable, that mitigation measures have been implemented. Monitoring compliance may be documented through existing review and approval programs such as field inspection reports and plan review.
- The County of Los Angeles prepares a reporting form periodically during the construction phase and an annual report summarizing all project mitigation monitoring efforts.
- Appropriate mitigation measures will be included in construction documents and/or conditions of permits/approvals.

Minor changes to the MMRP, if required, would be made in accordance with CEQA and would be permitted after further review and approval by the County of Los Angeles. Such changes could include reassignment of monitoring and reporting responsibilities, program redesign to make any appropriate improvements, and/or modification, substitution, or deletion of mitigation measures subject to conditions described in CEQA Guidelines Section 15162. No change will be permitted unless the MMRP continues to satisfy the requirements of Public Resources Code Section 21081.6.

**Table C-1**  
**529 S. Maple Avenue Project IS/MND**  
**Mitigation Monitoring and Reporting Program**

MM-	Mitigation Measure	Monitoring Phase	Responsible Party	Monitoring Agency <sup>a</sup>	Enforcement Agency <sup>a</sup>	Monitoring/Reporting Process & Frequency	Compliance Action
<b>HAZARDOUS MATERIALS</b>							
<b>HAZ-01</b>	During the design phase of the proposed Project, the County of Los Angeles shall coordinate with LAUSD and the staff at Jardín de la Infancia Elementary School on the schedule of asbestos containing materials and lead-based paint abatements. The school schedule shall be considered and incorporated into the Project construction schedule	<b>Design</b>	County of Los Angeles Chief Executive Office	County of Los Angeles Chief Executive Office	County of Los Angeles Department of Building and Safety	Submittal of project schedule, plans, and specifications for plan check review	Notice of MMRP Compliance
<b>HAZ-02</b>	During the construction phase of the proposed Project, the County of Los Angeles shall provide LAUSD and the staff at Jardín de la Infancia Elementary School the schedule for asbestos containing materials and lead-based paint abatements in advance of the proposed activities	<b>Construction</b>	County of Los Angeles Chief Executive Office or Department responsible for construction management	County of Los Angeles Chief Executive Office	County of Los Angeles Department of Building and Safety	Quarterly MMRP compliance certification report submitted by Construction Contractor	Notice of MMRP Compliance
Notes: <sup>a</sup> All departments are from the County of Los Angeles unless otherwise indicated.							

*End of Mitigation Monitoring and Reporting Program*